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Directory of the Grain Trade

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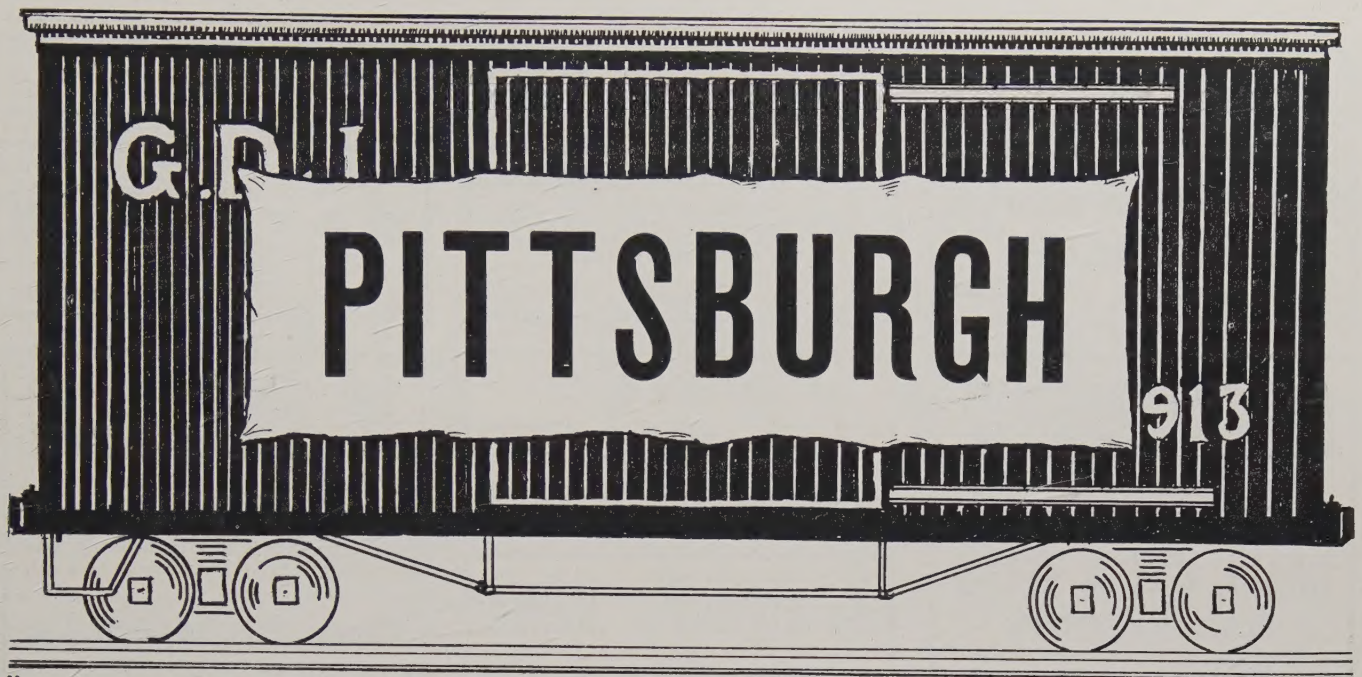

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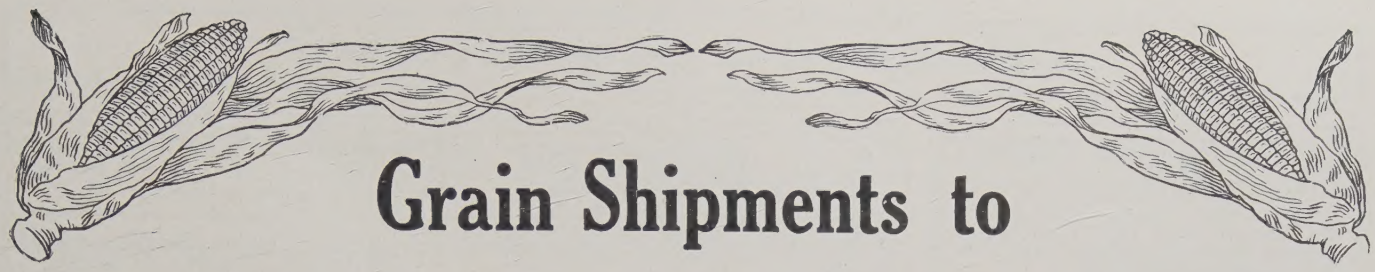

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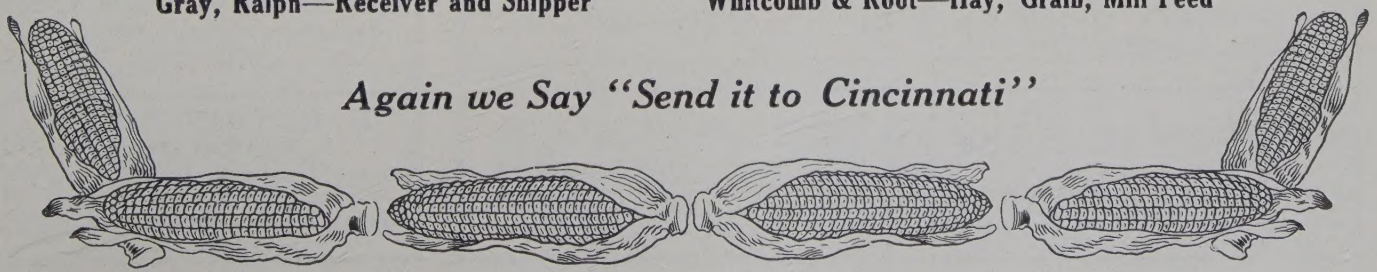

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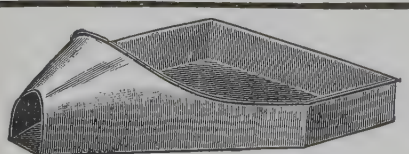

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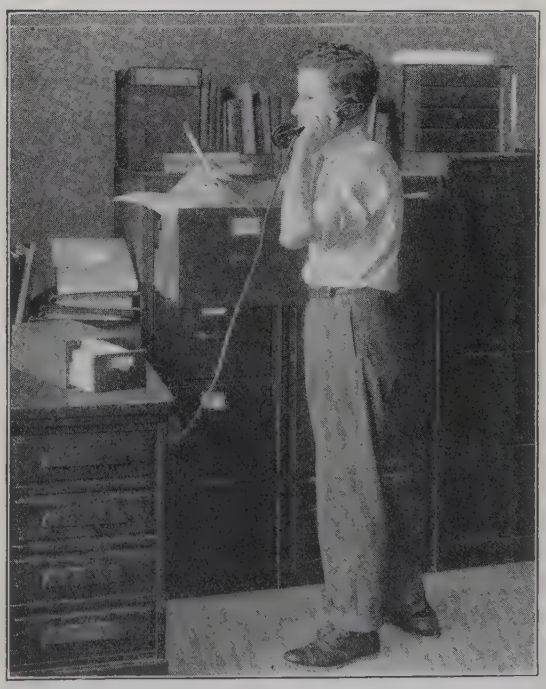

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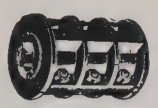

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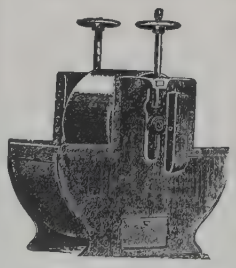

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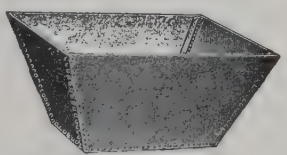

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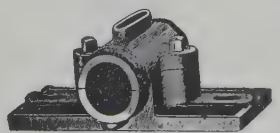

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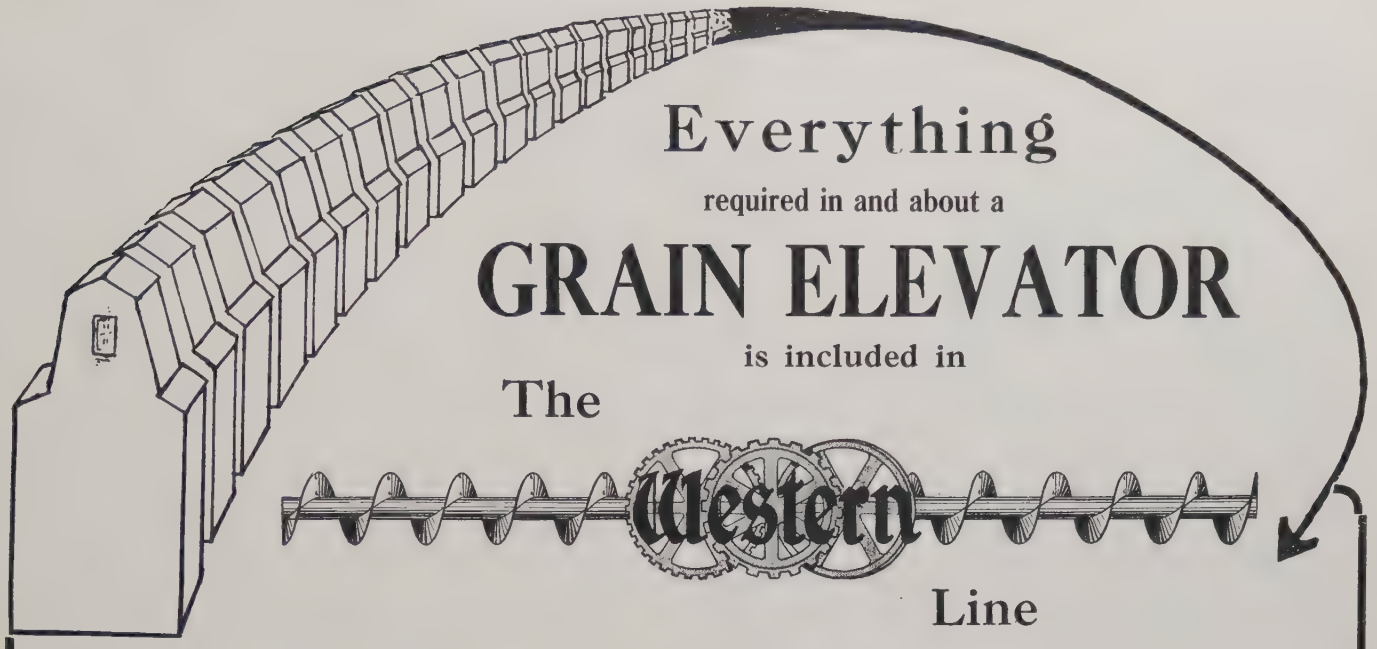

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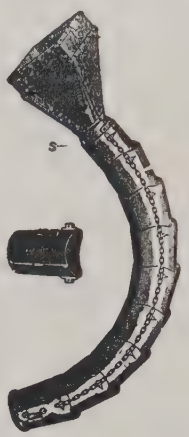

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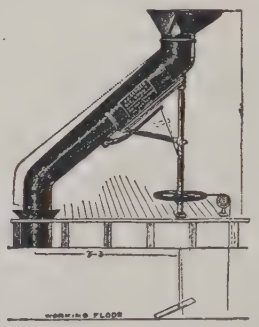

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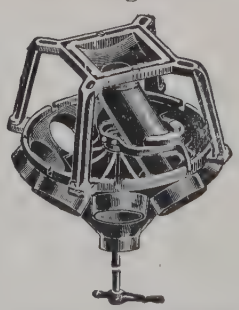

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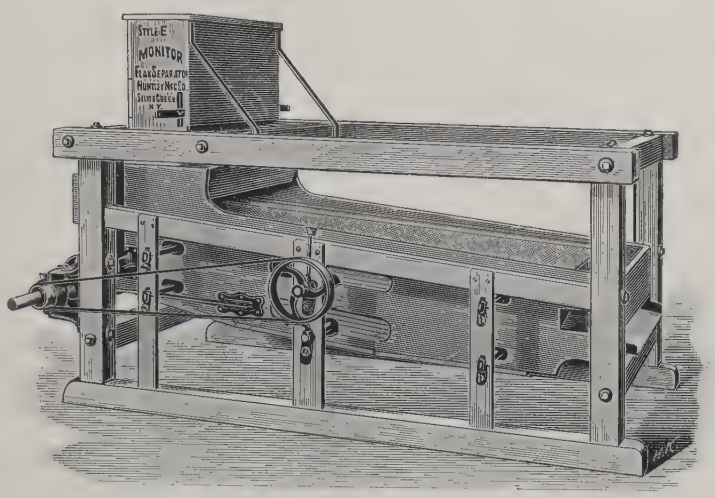
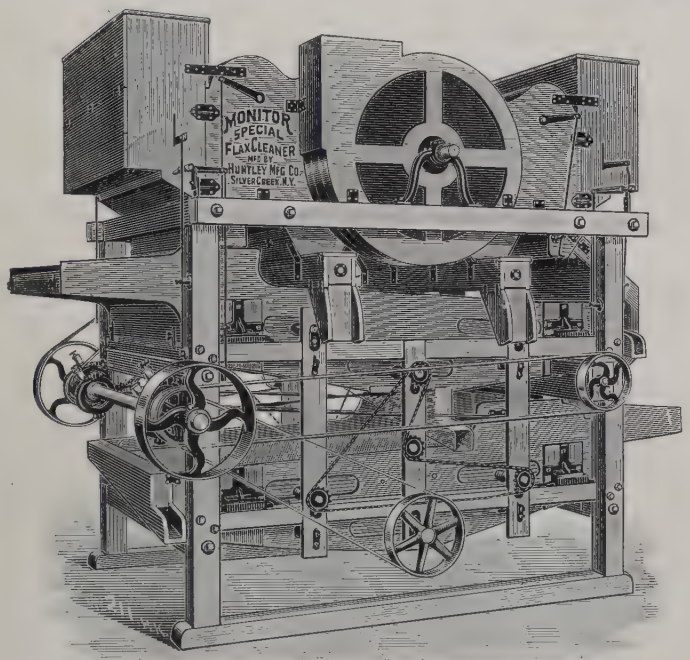
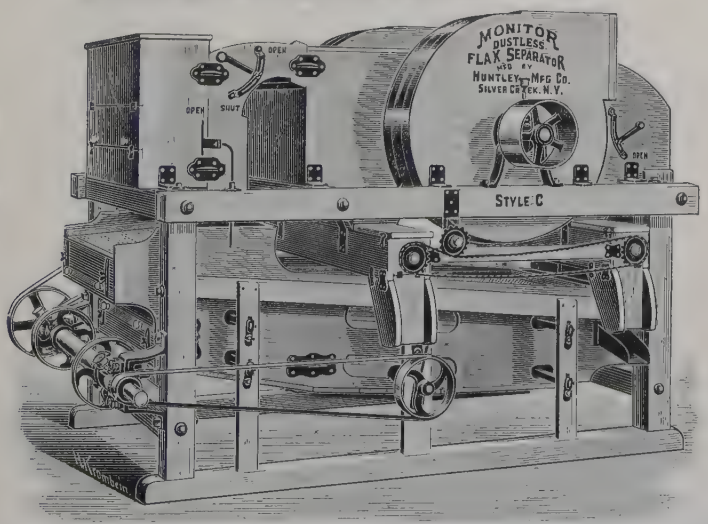


They will clean most of this year's crop of flaxseed





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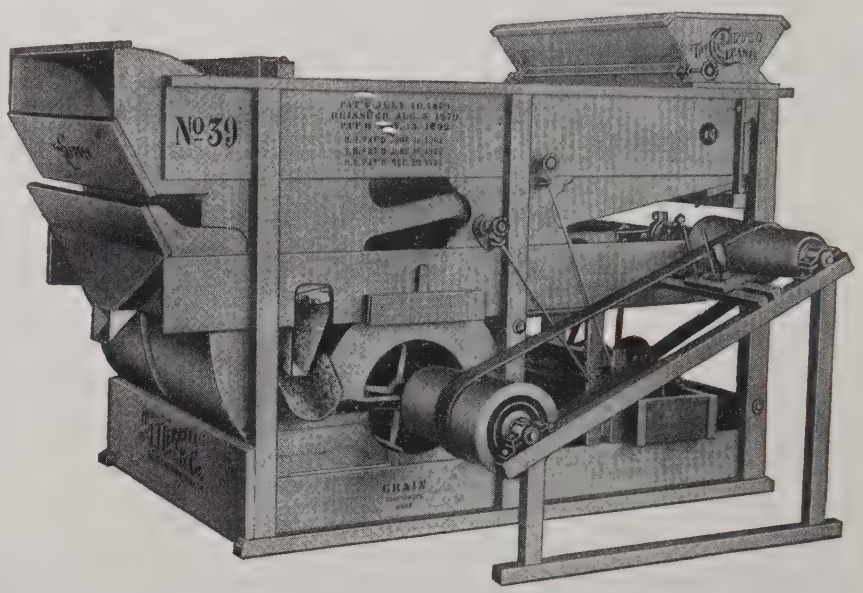

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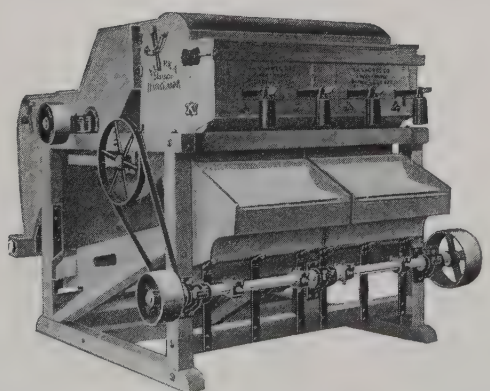

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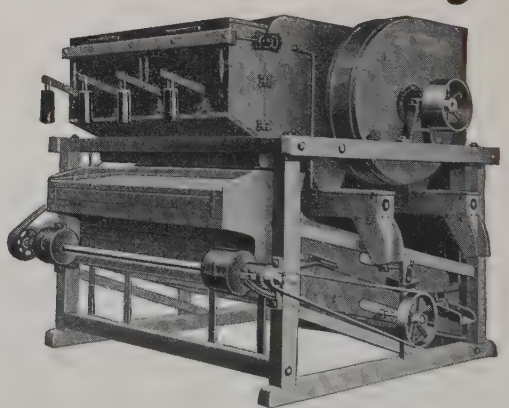

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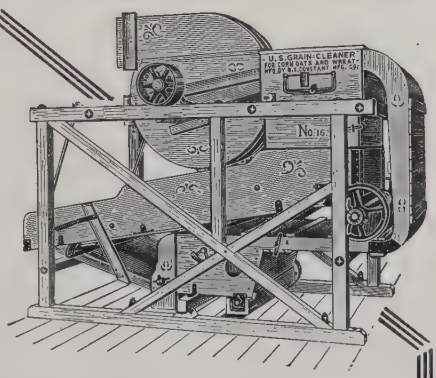

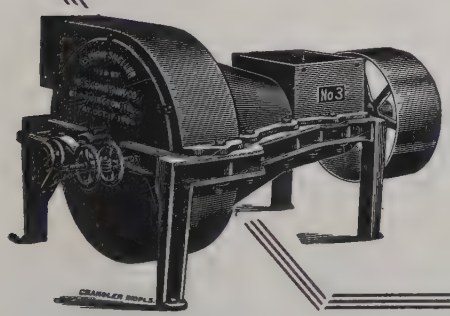

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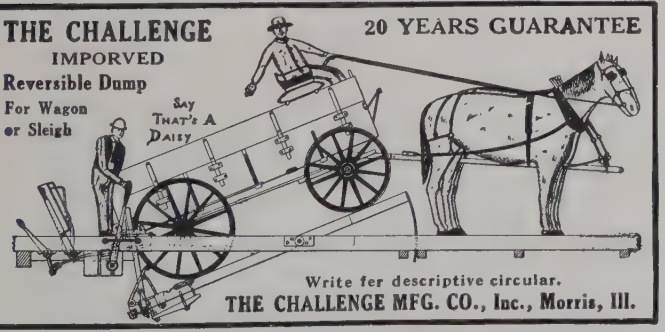

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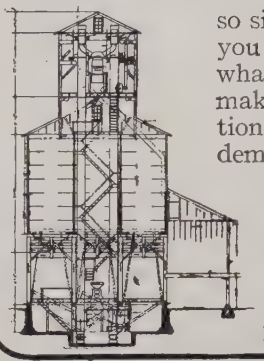

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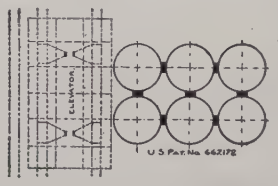

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Capacity 3,500,000 Bushels.

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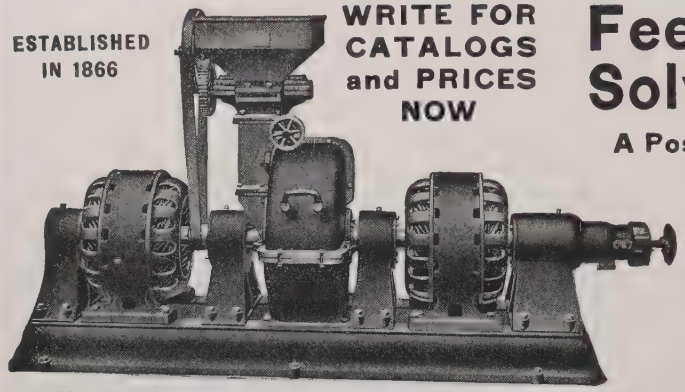

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Slide beam to 5 grammes by 1/20 gramme; Special scoop; Arrest.

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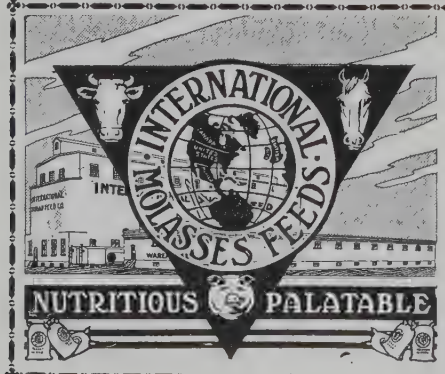

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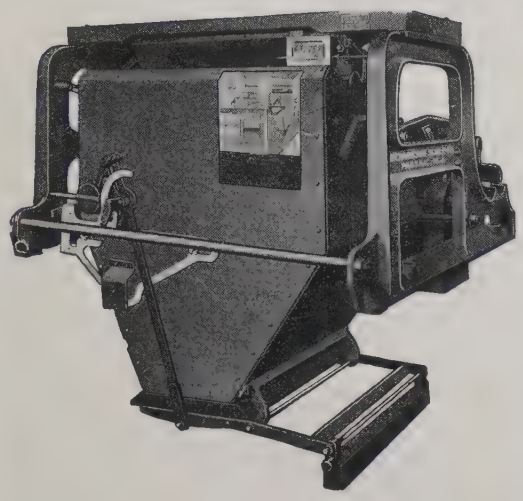

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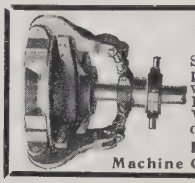

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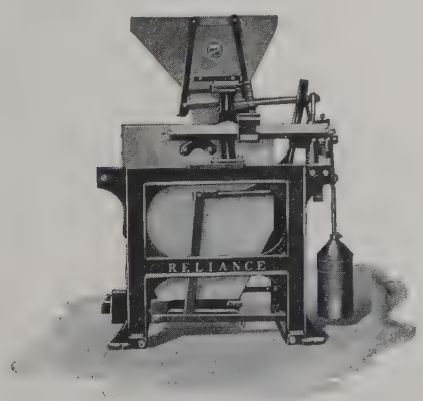

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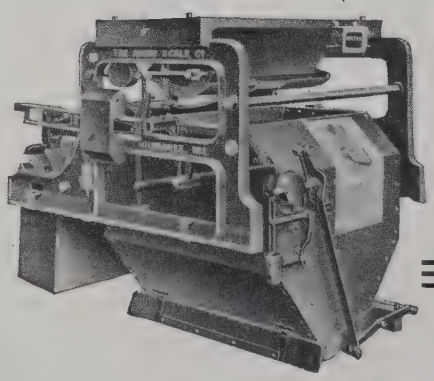

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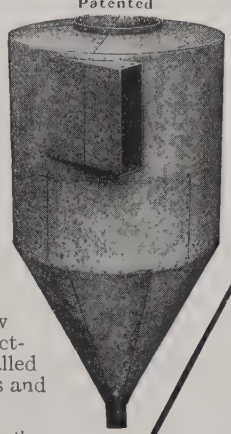

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Complete slow speed dust collecting systems installed on modern plans and guaranteed.

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A Daily Time-Saver

To prove to yourself that the Wolf Employes Elevator is a profit-producer, just take a pencil and paper tomorrow morning and keep account all day of the trips you make up and down stairs and the time consumed in making them. Then multiply the time by the number of men you employ and see if you aren't wonderfully surprised at the time being wasted in ascending and descending stairs.

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The handiest man-lift made.

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IT IS 40 PER CENT

More Efficient—With 75% Less Friction—That's All.

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The BERNERT

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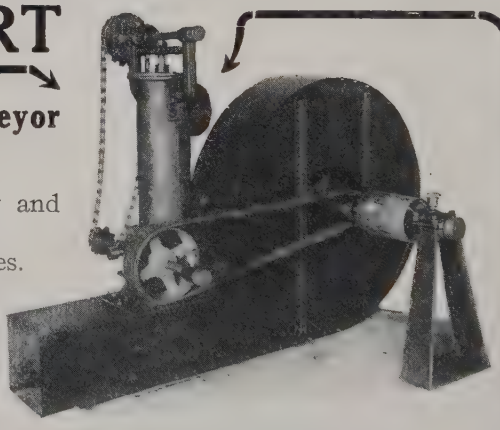

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

Durable, simple.

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Seventh Edition Revised and Enlarged

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In 1903, and used it continually ever since.

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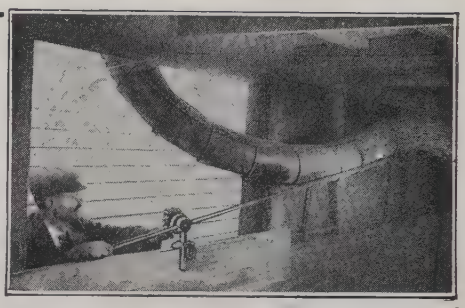
Every Elevator Should Have One

Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. Hundreds in use. Fully guaranteed. Write now for descriptive matter and references. Agents wanted.



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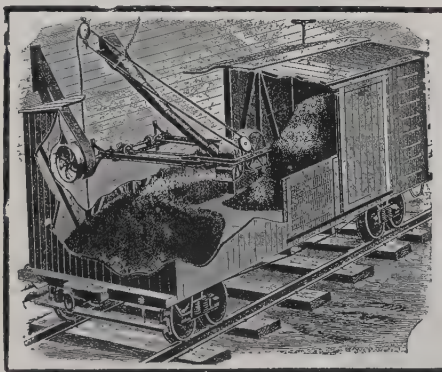

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Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door.

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The mechanism of this machine is such that the grain going into the casing all together the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

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The Mattoon Car Loader and Pneumatic Cleaner loads more grain faster, better, easier and cheaper than any other car loader manufactured.

It is the most practical, simple and durable machine of this kind on the market.

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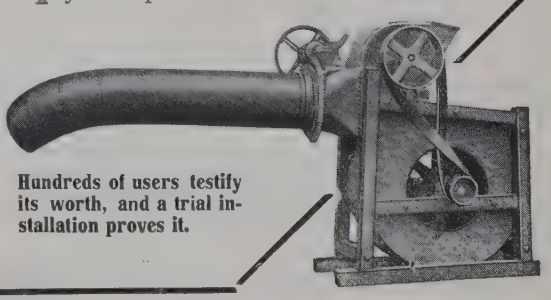

Hundreds of users testify its worth, and a trial installation proves it.

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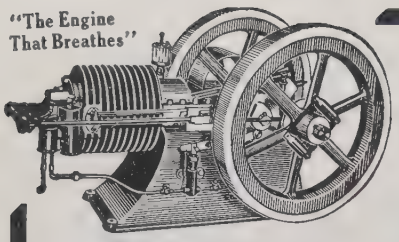

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Best by Test

Distinctive features that make it impossible to get out of line.

The S. & S. clutch runs perfect because all parts are properly balanced.

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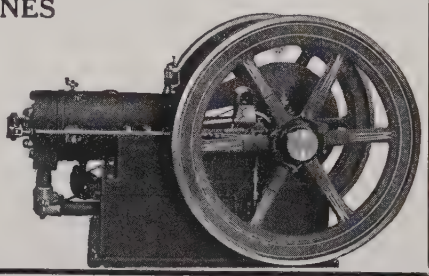

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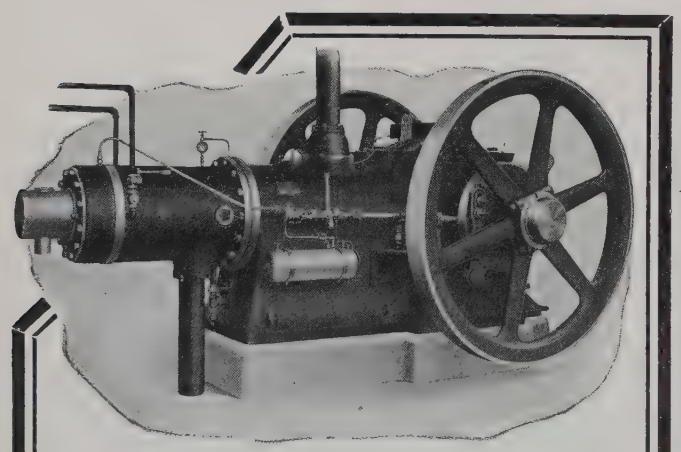

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has profited by it.

That is one reason why hundreds of users will testify that the "MUNCIE" is the cheapest and best power known.

No batteries or magneto, no breakdowns, few working parts, operates on any liquid fuel and renders utmost power for fuel consumed.

If you, too, will make this day a profitable one, write

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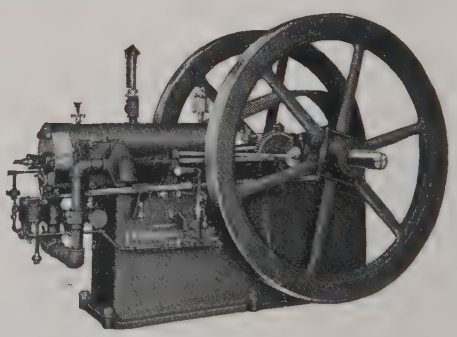

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Electric Light Plants, Wind Mills, Feed Grinders

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought
Form 385 Record of Car Loads Shipped
} PRICE, $3.00

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The results are most satisfactory. Drying expenses about 20 to 30 cents per ton, decreasing with larger quantities, including motive power for elevator, cleaners, etc.

No risk through deterioration on long sea voyages.

Vacuum Dried Corn brings higher market price.

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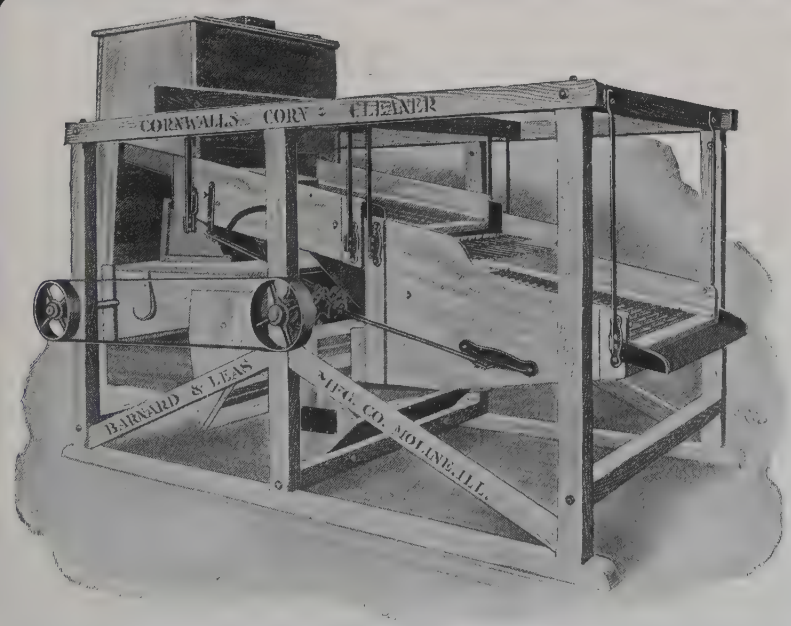

All leading corn cleaners look like *the Cornwall.*

Naturally this would be so since they are all imitations.

The Cornwall was the first of the sieve corn cleaners and has always led in quality and quantity of work.

Although sold under other names, other cleaners, aside from unimportant details, are the same in principle.

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MILL BUILDERS AND MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

The INVINCIBLE ADVANTAGES

of our

Compound Shake Dustless Combined Corn and Grain

CLEANER

1. It cleans two kinds of grain without change of screens.
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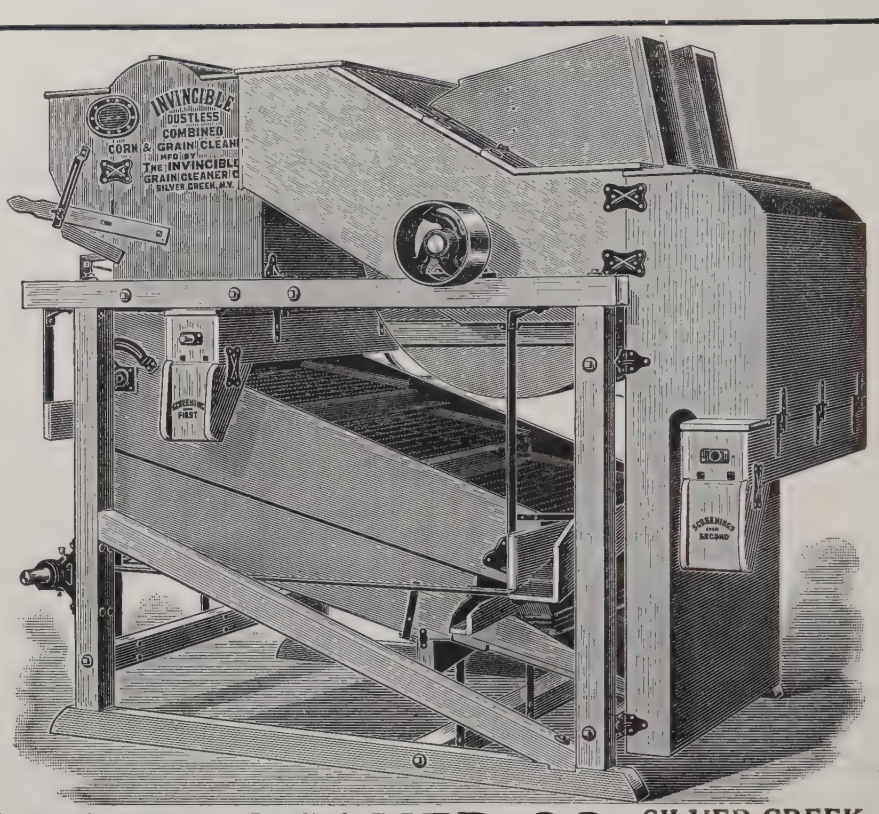
3. It makes a thorough air separation of the grains.
4. The separation is under perfect control.
5. It requires no bracing and will not shake the building.
6. It will pay for itself in a short time.
7. It is built under our personal supervision.
8. We guarantee it to do the work intended.
9. We will ship you a machine on 30 days' trial.

Write Us for Particulars.



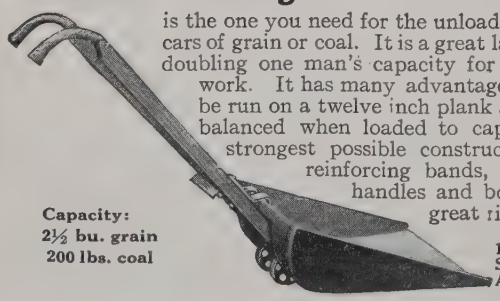
INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 805 Webster Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, O.
SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.

REPRESENTED BY

F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

"Sackett Chicago" Truck Shovel



is the one you need for the unloading of box cars of grain or coal. It is a great labor saver, doubling one man's capacity for doing this work. It has many advantages. It can be run on a twelve inch plank and is well balanced when loaded to capa ity. Of strongest possible construction, with reinforcing bands, connecting handles and bowl, giving great rigidity.

Capacity:
2½ bu. grain
200 lbs. coal

15 Day Offer
Shipped On Approval.

SACKETT SCREEN & CHUTE CO.
1679 Elston Avenue Chicago, Illinois

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water will not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound. Send for circular.

Use Rhodes' Calcium Chloride in your steel fire barrels, keep them in readiness for instant use this winter.

New York **JAMES H. RHODES & COMPANY** Chicago

ELEVATOR MACHINERY

GRAIN DRYERS—*All sizes*, CRUSHERS, SHELLERS *and* MILLS CONVEYORS *and* ELEVATORS, CHAIN BELT *and* SPROCKET WHEELS, OAT MEAL *and* PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

For that short drive in your elevator or for that noisy sprocket chain near your office or dump.

Peerless-V-Belt

Can be run at high speeds on short as well as long centers, and are noiseless in operation, also requires no lubrication.

Not affected by moisture, dust or grit.

Slippage is avoided by the utilization of the wedge principle.

WRITE TODAY FOR DESCRIPTIVE BOOKLET, No. 115

Peerless-V-Belt Co., Chicago — New York Cedar Rapids

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

WESTERN OHIO—Fine elevator in corn and oats belt for sale. Address Dandy, Box 3, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR FOR SALE at a bargain; 25,000-bu. cap. Flour and coal business. Good grain locality. First class opportunity for right man. Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

MINNESOTA ELEVATOR for sale or trade for land. Modern 14 bin cribbed construction; has engines, dump and hopper scales, cleaners, eight bin coal houses, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN OHIO, 25M bus. cribbed ironclad elevator for sale. Own ground and stub switch; steam power; built four years; am not a resident where elevator is located and will sell very reasonable. For further information address Omar, Box 1, Grand Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator with residence and two acres of land for sale. Good business in all grain; in exceptionally good wheat belt. Will handle 10,000 bu. clover seed this year. Handles coal, cement, flour, salt, sewer and rain tile and seeds of all kinds. Two railroads; town of 1,800; a bargain if taken within 60 days. Easy terms. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

CASS CO., N. DAK., elevator for sale; 30,000 bu. cap.; in the best of repairs; a new large cap. Fosston cleaner; 10 h. p. engine. Last season I handled over 200,000 bushels. Good stone foundation; new coal shed cap. 160 tons. Have sold 240 ton in 40 days. Must sell on account of my wife's health, am offering at a sacrifice. Price $5,500. Address I. J., Box 9, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS FOR SALE—One located in Northwestern Ohio, other in Northern Indiana. Both elevators in good wheat, corn and oats territory. Excellent retail business of feed, flour and coal at both stations. Both elevators on the Erie Railroad. Milling in transit privilege. Business in fine condition. Death of a partner cause for selling. Will sell both or separate. If interested, address Erie, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTHWEST IOWA elevator for sale. Twenty-five thousand cap.; good shape in every way. Reason for selling, to settle estate. Write Box 93, Shenandoah, Iowa.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

FOR SALE—8M Nebraska elevator with coal and lumber in connection. Also residence if wanted. For further information address Oxford, Box 8, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Elevator and warehouse at Sussex, Wis., 12,000 bu. capacity. Good opportunity for feed business also. Price $1,500. Chas. F. Glavin, 403 Chamber of Commerce, Milwaukee, Wis.

IOWA ELEVATOR for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

NORTH DAKOTA elevator for sale: 25,000 bus. capacity; also 200 ton cap. coal sheds with scales. Plant is in first class condition and is located in good grain country. Adress Dakota, Box 7, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale; 25 M capacity; located on I. C. Ry.; private ground; cement and coal business; good opening for lumber yard, none within seven miles. Station handles 500 M; one other competitor. Address J. C. Boyce, DeLand, Illinois.

FOR SALE—A line of 12 elevators and one flour mill and elevator combined, for sale, situated in the best grain territory in the United States; no failure of crops; no competition. Will sell singly or altogether; owner wishes to retire. Address The John H. Lynds Mill & Elevator Co., 406 Board of Trade Bldg., Kansas City, Mo.

FOR SALE—10 M elevator, equipped with a 15 horse Otto gaso. engine; 300 bus. hopper scale; Hall Distributor; cleaner; also Bowsher feed mill. Office detached with new steel frame Howe platform wagon scale. Located in one of the best wheat and corn counties in Northern Kansas. Address Best, Box 9, Grain Dealers Journal, Chicago. Ill.

FOR SALE—Elevator, coal and implement business in Western Ohio on Big 4 R. R. Town about 1,200; 2 good banks; splendid farming community; elevator has about 20,000 bu capacity; in good repair; one competitor, but this is much the largest house. Implement house 40x80 feet with three floors; 2 room office; 2 room flour and feed house; coal bins; barn, all situated on 2 acres ground on main street of town. About $3,000 stock of implements. Good implement, coal and feed business. Also considerable fertilizer and flour sold. Live party can do an enormous business here. Will take good Indiana farm for part. Address Rare, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NEW MODERN 12,000 bu. elevator for sale at Waverly, Mo., on Mo. P. Ry. Address W. A. Genther & Co., Waverly, Mo.

MUST SELL—A-1, new elevator and feed mill doing big wholesale and retail grain and feed business. Best proposition in Kansas. Handled over 200,000 bu. grain last season. Address American, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

A GOOD OKLAHOMA farm to trade for elevator. Address Box 192, Frederick, Okla.

WANTED TO RENT—2 elevators in good towns. Advise fully. Address Royal, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—An improved section of land in Beadle County, S. Dak. Equity $13,600 for good elevator. Address Box 234, Wolsey, S. Dak.

WANTED—Information regarding good elevator or mill for sale. Send description and price. Northwestern Business Agency, Minneapolis, Minn.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purposes. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WANT TO LEASE GOOD ELEVATOR. Must be well located and doing good business. Illinois or Indiana preferred. Give full particulars. Address Central W. Box 2, Grain Dealers Journal, Chicago, Illinois.

GOOD QUARTER of land; well improved; plenty of water; large house; large barn; shade trees; small orchard; on rural route and telephone line, to exchange for elevator worth the money. C. E. McIlvain, Phillipsburg, Kans.

WANTED—An elevator in a county seat town, Northeastern Indiana or Northwestern Ohio, or will purchase interest in a money-making proposition. Address Herbert, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY a good elevator at a good grain point in Iowa, must be located in good territory and in small town with good school and competition. Price must be right, will not pay for any business, simply what plant is worth. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

WILL TRADE 1,500 acre ranch, all fenced and cross fenced; with good 7 room house, strictly modern; large barn, water piped into it; good hog house; hen house; granary; milk house and endless supply good water; Western Nebraska, for elevators in Southern Minnesota. Address Iomen, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE.

Desirable ten-room, grey stone front residence, in best residence section of Chicago, Kenwood. Modern and complete in all respects. Close to Illinois Central suburban and electric street lines. 15 minutes to the city.

Having left Chicago will sell same at bargain or trade for Central Illinois land or desirable country elevator in Central Illinois.

Price, $9,000.00.

Address Kenwood, Box 8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Experienced millwright and elevator foreman to operate and keep in repair, a thoroughly modern grain elevator located in Central Indiana. Address The J. T. Detchon Co., New Richmond, Ind.

SOLICITOR WANTED to call on country elevator men for trade journal subscriptions, book orders, news items and views on trade problems. Give detailed statement of business experience and references. Address Supt. of Travelers, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager of elevator. Have had six years' experience in the grain business; four years with one company. Best of references. Address Wallace, Box 7, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

SITUATION WANTED by man of forty, married, position as manager of coal or feed business in a thriving city; years of experience in both lines; best of references. Address W. H. L., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By young man, single, as grain buyer, five years' experience buying and handling elevator; speak Swedish and English; am at present employed; best of references. Address West, Box 9, Grain Dealers Journal, Chicago, Ill.

COMPETENT and experienced millwright and elevator foreman desires position operating elevator or keeping line of elevators in condition. Position must pay well. Address Elevator Builder, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of cooperative or line elevator. Have had 25 years' experience in flour mill and grain elevator. Am capable of taking full charge. Can furnish best of references. Address Elwood, Box 9, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—A stock of mdse. in small town, doing good business, a paying proposition. Address Mdse. Box 9, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—One-half interest in a Farmers Mill and Elevator Company. Mill running steady and elevator will handle 125,000 to 150,000 bus. this crop, and country improving. Good chance for live man. Don't answer unless you have money. Address David, Box 6, Grain Dealers Journal, Chicago, Illinois.

MILLS FOR SALE.

FOR SALE or trade for income property or land, a nice 50-bbl. steam roller mill and 10,000 bu. elevator. Address S. Box 9, Grain Dealers Journal, Chicago, Illinois.

IDAHO WATER POWER mill for sale. A 50-barrel roller mill situated in grain raising district of Southern Idaho. Both hard and soft wheat. Never failing water power, and a splendid custom and merchant trade. 120 acre farm included with large dwelling, barns, etc. Owners have interest in California which requires personal attention. For further information write Ed. Conant & Co., Conant, Idaho.

ELEVATOR BROKERS.

ELEVATORS FOR SALE in Illinois and neighboring grain states. List your elevators either For Sale or Exchange with
AARON SMICK, Broker,
Decatur, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

STEAM ENGINES, BOILERS.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

FOR SALE—Atlas Engine with automatic cut off, centercrank 11¼x14. Plat Iron Works Duplex pump, 4½x3x4. Horizontal tubular boiler, 54"x14' Brownwell Heater and also a 44 ft. stack; been in use 6 months. Address Younce Bros., Brookville, Ohio.

AGENTS.

A QUICK SELLING and remunerative side line for parties calling on country shippers. Address J. H. Hansen, Park Ridge, Ill.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

OFFICE SUPPLIES.

TYPEWRITER WANTED—L. C. Smith, visible, give model number, serial number and how long used. Address F. B., Box 7, Grain Dealers Journal, Chicago, Ill.

WOOL.

WOOL WANTED—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

FERRETS.

2,000 FERRETS. Prices and book free. N. A. Knapp, Rochester, Ohio.

SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Three bidders, and yet he did not sell.

Three wud-be buyers for his elevator, before he even put it on the market, and yet he did not sell to any of the three.

But he did advertise his elevator for sale in the **"Elevators For Sale"** columns of the Grain Dealers Journal, and sold his business to one out of fifteen would-be buyers who replied to his advertisement.

Now, he could have sold the plant in the beginning to one of the three, but selling it to the highest bidder out of fifteen was more profitable.

A man in the grain business, looking for a better location, or a man not in the trade but desiring to enter,—when both have really made up their minds to buy, are willing to pay a more-than-satis factory price for an elevator to their liking, and yours may be just the house one of these buyers wants.

The large circulation the tendency of the wud-be buyers to look to the grain trade's accepted medium for "Wanted and For Sale" advertisements when desiring to buy or sell an elevator, and the opportune time, assures **your** 'Elevator For Sale" advertisement in the Journal many satisfactory replies. Hence an early and satisfactory sale. Try it, costs but 20c per line.

Send your trial ad today.

Grain Dealers Journal
(Elevator Exchange)
315 S. La Salle St. Chicago

GASOLINE ENGINES.

FOR SALE—Fine 20 to 25-h.p. two cylinder Nash engine, cost $1,000.00, going for quick sale at $345.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE—1 25 h. p. gasoline engine; in good repair, manufactured in Fort Wayne. Engine can be seen at Broughton, Ohio. For further information write Axel White, Broughton, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINE for sale. One 8 h. p. type "G" Olds gasoline engine. Run 16 months. Guaranteed to be in A-1 condition. Will sell at half original cost. Reason for selling have installed electricity. This is a bargain. E. A. Remer, Cedar Springs, Mich.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos,
20 h.p. Fremont,
8 h.p. Havana, New,
6 h.p. Fairbanks-Morse,
4 h.p. Havana, New,
1-500 h.p. Corliss Engine, $500.00
1 400 h.p. Corliss Engine, $500.00.

The above are guaranteed to be in good condition.

Three car loads of good lumber cheap.

H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

MACHINES FOR SALE.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—One 9x18 Noye; one 9x24 Northway; one 9x24 Dawson, three pair high; and 9x30 Hutchison; 9x18 Allis, two pair high; one No. 2 Nordyke and Marmon three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills:—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

SECOND HAND MACHINERY FOR SALE.

1 35-h.p. slow speed engine.
1 40-h.p. boiler.
2 Elevator belts and cups.
1 Cast steel boot.
1 1,000 bu. an hr. Western Sheller.
1 Cornwall Cleaner.
1 Clipper.
2 50 ft. 8 in. 4-ply belts, nearly new.
2 sets dump irons.

For price address Oxford Grain Co., Oxford, Ind.

MACHINERY BARGAINS.

1	4 h.p. Gasoline Engine	$75.00
1	Dormant warehouse scale	15.00
2	Boot Tanks, each	20.00
1	No. 4 Buffalo Fan	15.00
1	Steam Condenser	30.00
1	Grain Spout complete	4.00
1	large bell	20.00
10	Belt Tighteners, each	5.00
600	Salem-cups, 6x16, each	.12
50	" " 6x18 "	.12
600	Empire Buckets, 5x16	.06
150	" " 6x18	.06
1	26" 6 ply 90 ft. Drive Belt	50.00
2	26" 3 ply 125 ft. Conveyor Belt, ea.	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.

16" to 24"	Robinson's	$65	to $120	ea.
16" " 26"	Unique's	60	" 130	"
16" " 36"	Monarch's	60	" 200	"
16" " 36"	Foos's	60	" 200	"
16" " 26"	American's	55	" 200	"
16" " 24"	Halsted's	55	" 135	"

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO.
CHICAGO, ILLINOIS

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

The Trademark of ABILITY & STABILITY

Let us serve you as a Margin Depository. Approved by the Chicago Board of Trade.

THE NATIONAL CITY BANK OF CHICAGO

Capital $2,000,000.00 Deposits $27,707,859.55

Surplus and Undivided Profits $744,784.81

We allow 2% Interest on all Margin Deposits.

105 S. Dearborn St.
Chicago, Ill.

"Five (5) Coals That Build and Hold Trade"

Mt. Pelee--- Thick Vein Hocking

from Nelsonville

good size, fine burning, no soot, quick delivery in flat bottom cars.

Kentucky Queen

—an ideal coal, all purposes—2 in. Lump, 4 in. Lump, 4x2 in. Egg Hoppers must be taken for quick shipment.

Lone Star W. Va.

Takes the place of Pocahontas or New River,
Never more than wood brown smoke,
Holds fire as well as any coal mined,
Clean burning and low ash,
Shipped in 2 in., 4 in., and 4x2 in. Egg.
Handles with little slack or breakage,
Hoppers must be taken for quick shipment

Anthracite

Plymouth Red and White Ash

—the best to be had.

Big Vein White Ash

—better than ordinary coals and cost no more.

Write to us

OHIO & MICHIGAN COAL CO.

Main Office: DETROIT

SEEDS FOR SALE—WANTED

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

HAY WANTED—FOR SALE.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

WANTED—Hay and Grain Brokers, East and South of Ohio to correspond with Jas. P. McAllister & Co., Columbus, O.

HAY AND GRAIN WANTED.

Wanted all grades Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Reddog, Potatoes, Cabbage, Onions and Apples. C. T. HAMILTON, New Castle, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN FOR SALE.

YOU CAN find a ready market for grains of all kinds, thru the insertion of an advertisement in these columns. It will be read by over 6,100 progressive grain dealers.

FEEDSTUFFS.

FEED FOR SALE

Local shipments or mixed cars of mill feeds in 100-pound sacks are our specialties. Write or wire for prices. Wendt Elevator, Dieterich, Ill.

We Buy and Sell
Wheat Screenings, Cane Seed, Salvage Wheat and Kaffir Corn. Write or wire for prices.
HENRY LICHTIG GRAIN CO., Kansas City, Mo.

THE ILLINOIS SEED CO., Chicago, Ill.
WE BUY AND SELL
TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.
Ask for Prices. Mail Samples for Bids.

Crabbs, Reynolds, Taylor Co.
Crawfordsville, Ind.
WE BUY
WE SELL **CLOVER SEED**
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SEEDS
Grain, Clover and Grass Seeds,
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RED CLOVER, TIMOTHY and RED TOP
Hackney, Broyles & Lackey Co.
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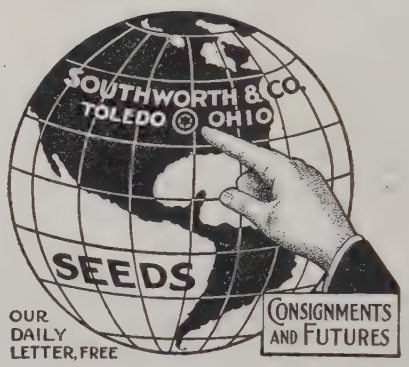
The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio



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CANE, MILLET, CLOVER, POPCORN
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Red Clover
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171 Broadway, New York

We Now Offer
for import shipment new crop Red Clover, White Clover, Crimson Clover, Alsike Clover, Alfalfa Clover, Dwarf Essex Rape, fancy European Grass Seeds, European Field Peas and Sunflower Seeds.
European Clover, Grass and Field Seeds
Write for samples and prices.
LOEWITH, LARSEN & CO.
Representatives Largest European Seed Houses
150 Nassau St. New York City

WE ARE BUYERS of
Timothy
Clovers
Millets
Flax, etc.
SEEDS
Send Samples for Prices
TIMOTHY our Specialty
MINNEAPOLIS SEED CO.
MINNEAPOLIS, MINN.

BUY OUR CELEBRATED
Badger Brand

Selected Seeds
L. TEWELES & CO.
Established 1865
MILWAUKEE, WISCONSIN
Grass and Field Seeds
OUR SPECIALTY: Red, White and Alsike Clover, Timothy and Alfalfa Seed. Also Wisconsin Dried Peas.
SEND US YOUR SAMPLES

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

WANTED—Mammoth clover seed. Send samples and prices. J. W. Richards, Ferris, Ill.

FOR SALE—Medium and Mammoth clover seed. Send for samples. A. B. Cohee & Co., Box 6, Frankfort, Ind.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

SEEDS WANTED.

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Louisville, Ky.,
are buyers, in season, of
clover, timothy, red-top, etc.

SEEDS WANTED.

German Millet, Timothy, Sapling, Medium Red and Alsike Clovers, Red Top, Cow Peas and Sorghum.

Wood, Stubbs & Co.,
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CLOVER **TIMOTHY**

Choice new-crop recleaned seeds. Offer at

$9.50 to $12.50 Cwt. **$4.00 to $5.00 Cwt.**

F. O. B. Our track. Subject market changes.

Write for samples.

HOFLER SEED CO., NORA SPRINGS, IOWA

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
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Whitney-Eckstein Seed Co., grass and field seeds.

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Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.
Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.
Peppard Seed Co., J. G., field seeds.

LOUISVILLE, KY.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

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Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.
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MINNEAPOLIS, MINN.
Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.
Liefmann's Hamburg, rep. I. L. Radwaner, field sd.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.
The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.
Steele, Briggs Seeds Co., Ltd., field seeds.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand
Wire or Write for Samples and Prices
HUHN ELEVATOR COMPANY
Chamber of Commerce, MINNEAPOLIS, MINN.

Direct Importers
SUNFLOWER SEED
Millet Seed, Beans, Peas, Mustard, Hempseed, etc., from all parts of the earth.
The largest handlers of Sunflower Seed in the world. Ask for samples and prices delivered any point.
HURT-CAIN COMPANY
Board of Trade, New Orleans, La.

Do you need SEEDS? Before buying, write to
ROSENBERG & LIEBERMAN Milwaukee, Wisconsin

The House of Quality

Founded 1860

ALFALFA Our Specialty.

ALL VARIETIES OF FIELD AND GRASS SEEDS
Write for samples and prices. We offer good seeds at the right prices.

Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millets—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

WHITNEY-ECKSTEIN SEED CO.
BUFFALO, N. Y.
Correspondence Invited

An Open Letter on Honest Advertising

SEED TRADE REPORTING BUREAU,
POSTAL TELEGRAPH BUILDING, CHICAGO ILLINOIS.

Chicago, November 4, 1913.

Gentlemen—You have said so much, and are saying so much, to promote the sale of your "glass flask" Duvel testers, and you are manufacturing and distorting the facts so much, that I feel it a duty to assist you back into the realm of truthful advertising.

Your machine is good enough and has been pushed so well by Government employees, that you will find a reasonably good sale for it, if your prices are right, among those who wish to burn gas or alcohol and who are indifferent to the expense occasioned by breakage of glass, etc., and you do not need, really, to indulge in the violent hyperbole displayed in your advertisements, nor to draw so extensively upon your imagination for the facts you exploit.

For the benefit of a misled public I will herein quote some of your mis-statements and opposite each of these I will state what I know to be facts relevant to them.

In the last number of the Grain Dealers Journal, on the back cover, several claims appear in your ad, as follows:

You Say	*I Say*
"There is but one form (Brown-Duvel Moisture Tester) indorsed by the Grain Dealers Nat'l Association."	I am unable to learn that the Grain Dealers National Association ever took any official action concerning your moisture tester, and members whom I have questioned appear to be equally ignorant of such indorsement.
"The Grain Dealers' National Association, at its last meeting in New Orleans, indorsed the Government passing such laws at an early date for the establishment of a uniform system of grades, based upon the results obtained from the BROWN-DUVEL MOISTURE TESTER."	The resolution pertaining to Government action on grades makes absolutely no mention of any system or device for testing moisture. As it mentions every other factor, such as dirt, unsoundness, broken grains, foreign matter, and mahogany corn, it would seem that the omission of the moisture tester was intentional. There is certainly nothing in the resolution which would indicate approval nor even a knowledge of the Brown-Duvel Tester.

The fact that in the Tentative Schedule proposed by Dr. Duvel the moisture tester was inserted in a few lines at the end of the schedule, without mention by name, and in a manner which would not and did not attract the slightest attention, does not imply in any manner that the tester was approved or indorsed by the Association. It is not likely that one dealer in twenty has read or knows the full meaning of that paragraph.

"The Government has indorsed this device and method as the OFFICIAL TESTER to determine moisture percentages in corn."	This statement is absolutely untrue. An official method for moisture testing has been in existence for some years, and it is described in Bulletin 107, Bureau of Chemistry, and is known as the oven, or laboratory, method.
"To obtain uniform grades and results you must employ the official tester, the one containing the GLASS FLASKS. No other kind will render accurate or uniform results."	If this means that your glass flask machine will render accurate and uniform results and that the Hess tester will not, we would be very glad to refer you to Bulletin 99, Page 22, in which Dr. Duvel shows that his tests average .14% above the official or oven tests, and then to show you a written report from his own office stating that in his own tests with the Hess tester, my average was .09% below the oven, thus approximating 50% closer to the oven method than his own machine. As to uniformity,—Dr. Duvel in Bulletin 99, Page 23, shows a difference in his own machine, in duplicate tests of the same samples, as high as .5%, and he states, "A variation of half of one per cent is sufficiently close for all commercial work, inasmuch as samples taken on different days or from different parts of the same car or cargo will generally show a much greater variation than this." In the same Bulletin he shows an average difference of .22% between duplicate tests of various samples on his own machine, and in the letter of Jan. 23, 1908, after tests made under his direction, we find the average difference between tests made in the Duvel and in the Hess Testers to be .151% or one-third less than the difference found between duplicate tests on his own machine. The less you say about accuracy and uniformity in the Duvel system the better.
You are quoted as stating that copper flasks cannot test equally as well as glass.	We have a report from the Laboratory at Washington where glass and copper were tested together, under date of Jan. 23, 1908, showing that the results obtained were .03% apart, which, you will admit, is too small a difference to be measured or considered in the ordinary apparatus.
In your booklet you state, "Many grain firms who formerly used metal flask machines have discarded them and are today buying the official Brown-Duvel Machine."	This I dispute, especially as referring to the improved type of Hess Testers, and I will ask you to publish the names of all of such firms, otherwise I must consider that your statement is erroneous.

I realize that I am making some strong statements here, and I feel very sure of my position, yet there is a possibility that I may be mistaken, for none of us is infallible. All of this letter will be published in the next issue of the Grain Dealers Journal, in a "double spread," in the center of the book. In order that I may not do you an injustice and in order that any error I have committed shall be corrected at the time this letter is published, I have reserved for you the page facing the page containing this letter, and you may use it, without charge, to explain and justify any of the statements you have advertised, and to correct any statement I may have made which is inaccurate.

The letters from Dr. Duvel are in our attorney's possession, but copies of them are on my desk and I will be pleased to show them to you at any time.

Now kindly get busy and show the grain trade that you have facts to back your assertions, of which I, in my ignorance, have been unaware.

Yours very truly, **GEO. H. HESS**
President, HESS WARMING & VENTILAT NG CO.

MAKERS OF HESS GRAIN DRIERS AND MOISTURE TESTERS
907 TACOMA BUILDING, CHICAGO.

The Seed Trade Reporting Bureau, in a letter dated Nov. 7th, declines to avail itself of our offer, on the page opposite.

Elevator, Mill Buildings and One of the Motors—Fort Atkinson, Wis.

G-E Motors Save Money in this grain elevator

A 40 h. p. engine in the grain elevator of the Zuegner-Hoffman Co., Fort Atkinson, Wis., was replaced by G-E Motors. Besides a considerable saving in the cost of power, a reduction in insurance rate from $3.40 to $2.20 was secured and $95.00 yearly boiler insurance was eliminated.

Following is one week's record of actual work done with motor drive in this elevator:

19,180 lbs. rye fine ground.
8,580 lbs. oats coarse ground.
3,000 lbs. corn on cob, crushed and ground.
159,900 lbs. anthracite coal, unloaded and elevated about 50 feet.
56,000 lbs. corn elevated 50 feet.
30,000 lbs. gluten elevated 30 feet.
1 cord wood sawed into four lengths.
1 h. p. elevator run three hours.

This work was accomplished with 330 kilowatt hours at a total cost of $13.20 or $1.89 a day, the power rate being four cents per kilowatt hour. Similar results are possible in any elevator.

Send for Bulletin No. 4976—"Electric Drive in Grain Elevators and Flour Mills."

General Electric Company

Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boise, Idaho
Boston, Mass.
Buffalo, N. Y.
Butte, Mont.
Charleston, W. Va.
Charlotte, N. C.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Davenport, Iowa
Dayton, Ohio
Denver, Colo.
Detroit, Mich.
(Office of Agent)
Elmira, N. Y.
Erie, Pa.
Ft. Wayne, Ind.
Hartford, Conn.
Indianapolis, Ind.

Largest Electrical Manufacturer in the World
General Office; Schenectady, N. Y.

ADDRESS NEAREST OFFICE

Jacksonville, Fla.
Joplin, Mo.
Kansas City, Mo.
Keokuk, Iowa.
Knoxville, Tenn.
Los Angeles, Cal.
Louisville, Ky.
Madison, Wis.
Mattoon, Ill.
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Nashville, Tenn.
New Haven, Conn.
New Orleans, La.
New York, N. Y.
Niagara Falls, N. Y.
Omaha, Neb.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Providence, R. I.
Richmond, Va.
Rochester, N. Y.
Salt Lake City, Utah
San Francisco, Cal.
St. Louis, Mo.
Schenectady, N. Y.
Seattle, Wash.
Spokane, Wash.
Springfield, Mass.
Syracuse, N. Y.
Toledo, Ohio
Washington, D. C.
Youngstown, Ohio

4403

For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, L't'd, Toronto, Ont.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

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315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

SUBSCRIPTION RATES

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To Foreign Countries within the Postal Union, prepaid, one year $2.50.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.
Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., NOVEMBER 10, 1913

THE RELUCTANCE of farmers in many sections to sell corn at present prices should prove a stroke of good luck to many grain dealers, who in their eagerness to pass the corn on before it starts to heat, would encounter a discount that would more than absorb their prospective profits.

HIGH ELEVATORS with small foundations may facilitate the loading of cars to the roof, but dealers need to have a caution lest they build higher than is necessary to economical handling, and higher than is safe in a windy country. Few elevators are blown over when full of grain, but unfortunately our heaviest wind storms come during the summer months, when most of the country houses are empty.

ONCE AGAIN Ohio grain dealers have decided to buy ear corn by the hundred pounds, thus decreasing the number of units to be handled during any crop year; and likewise, reducing their gross profits. All manufacturers of food stuffs have long since discouraged the practice of selling in bulk by packing their goods in attractive cartons of one pound capacity, and selling them at a small profit on each pound. If ear corn buyers would buy by the pound instead of by the bushel, they would be much surer of making a living profit, than by buying in units of one hundred pounds.

HOT OATS are credited by an Illinois elevator man elsewhere in this issue of the Journal, with having started a fire in his elevator. Some of the oats are reported to have been charred, and many of them so hot that they could not be held in the hand. It would be very interesting to hear from grain dealers who have positive evidence of fires starting from heated oats.

IF ANYONE needed or even wanted a testimonial as to the strength of reinforced concrete, they should be referred to the tilted bins of the million bushel concrete elevator at Transcona, Manitoba. Notwithstanding the great stress to which the plant was subjected in being tipped to an angle of 30 degrees, it preserved its form, proving that in reality it was one great monolith of poured concrete.

MR. BARTLETT, who for nearly thirty days conducted what he was pleased to style a grain brokerage business, in Davenport, Ia., several years ago, with the result that grain shippers lost about $12,000, was apprehended on the streets of Sioux Falls last week and will be taken to Davenport for trial. Grain dealers who suffered losses at his hands should get busy and furnish enough punishment to discourage other sharpers from attempting to prey upon members of the grain trade.

SHIPPERS of dirty oats no doubt are wise in getting them out of their elevator, but they would be still wiser if they would install a good cleaner and blow out the dirt and weed seeds before loading them into the car. Dirty grain is much more likely to get out of condition in transit than clean, and when discounted, it is sure to be discounted enough to satisfy those most in favor of loading any old thing into a car, and shipping it long distances. Heavy discounts can be avoided, but not by shipping the foul stuff received from farmers in satisfaction of contracts for No. 3.

A GRAIN CLEANER manufacturer, in hope of impressing elevator operators with the great advantage of cleaning their grain before shipment, is offering cash prizes to elevator operators who show the largest net profit on screenings or by-products during the season ending Jan. 10th, 1914. If every elevator operator would clean his grain thoroly before loading into the car, he would receive pay for a higher grade and not be charged freight on the dirt or have his grain docked because of the dirt. Any man who will make a careful analysis of the losses sustained for one season on shipments by reason of not removing the dirt before loading, will quickly appreciate that his annual losses will amount to several times the interest on the cost of the best cleaner obtainable.

THE ESTIMATE of our importations of Canadian oats since the reduction of the import duty varies from ten to twenty million bushels. The latter figure seems extremely extravagant, because our own crop was not short enough to warrant the importation of such a large amount. The light receipts at primary markets indicate that country shippers as well as farmers are holding back oats in the hope of prices resuming their former figure.

CONVEYING GRAIN by means of air currents is indulged quite extensively in Europe and in one or two of the largest ports of the United Kingdom, but has proved so expensive wherever installed in this country that it has been replaced by mechanical conveyors. A few plants are still conveying grain to and from storage tanks by means of air currents, and once in a long while a new plant is so equipped, but generally for a flour mill where a large conveying capacity is not needed.

A NUMBER of politicians in attempting to establish some excuse for being supported by the public treasury of Montana were recently appointed Scale Inspectors, and actually traveled about with two hundred pound weights for the avowed purpose of testing wagon scales. Long ago scale experts declared it impracticable to conduct such tests with less than one thousand pound weights, and scale inspectors who do not understand the construction of scales cannot be expected to conduct tests that are worth having. It is another case of too much barroom politics.

THE MINNESOTA rate case is proving a fruitful source of litigation in connection with the repayment of overcharges collected while this suit was in the courts. Two lawsuits started because of it are mentioned in the Grain Carriers department of this issue. This famous case, together with others of a similar nature, emphasizes the impossibility of ever getting any logical system of freight rates so long as their supervision is subdivided, as it now is, on an entirely artificial basis. The railways and the railway traffic of this country must be treated as a unit. The distinction between interstate and intrastate traffic is purely a political one. The Supreme Court has given grounds for the opinion that Congress has authority to pass a law placing the entire supervision of the railways in the hands of the Interstate Commerce Commission. It would be a blessing to both the carriers and the public if such a law were passed and their regulation simplified.

IT SEEMS somewhat doubtful as to whether the Secretary of Agriculture will seek to enforce the use of any new grades before July 1st, 1914. Members of the grain trade have made so many contracts for future delivery of corn that any attempt to enforce the use of the grades in the middle of the crop year is sure to cause much confusion and some trouble. Of course, the new rules would have no bearing whatever on contracts already entered into, but buyers who have contracts for future delivery might have considerable difficulty in selling their purchases next spring on the basis of the new grades.

RAILWAY TARIFFS will be reformed if the agitation started by Newman Erb, president of the Minneapolis & St. Louis Railroad Company, is fruitful. At this news, grain shippers all over the country will utter a fervent prayer that Mr. Erb may succeed in that much-to-be desired improvement. As matters stand now, railway tariffs are a mystery to all but the expert, and even he frequently confesses himself to be in doubt. The frequent errors made in quoting rates by men whose work is mainly the study of tariffs are caused mainly by the present chaotic manner of tariff-making. The first step in this great reform is the simplification of the tariffs; the second step is the simplification of the rates.

FAKE INSURANCE COMPANIES have been finding a goodly number of suckers among millers and elevator men. The investigation being conducted by the Post Office Department into the operations of these companies in Ohio should result in landing a few of these crooks in federal prisons. It should also educate the grain man whose only inquiry in placing his insurance is the rate. The safe course is to take out policies only in the well-known mutual insurance companies. If the grain man is willing to take a chance with some new, little-known company, he should demand proof of the company's ability to make good losses occurring under the policy.

NOTWITHSTANDING MANITOBA'S failure in the operation of Government owned elevators, and the sale of the plants, the Legislature of Alberta has just voted a million dollars for the erection of elevators at country stations throughout the province. The government has never yet made a success of any line of business where it was necessary to compete with private enterprise. The Manitoba elevators were erected and equipped at many good stations, but as is customary with buildings erected by the Government they were of expensive construction, and so poorly managed that they did not prove attractive to the farmers, and naturally the regular elevators got most of the grain.

SPRING WHEAT is now being graded on the dockage plan by the Illinois Grain Inspection Department. For many years the Minnesota Grain Inspection Department has refrained from grading grain down, by reason of the dirt it contained, but has given it the grade to which it was entitled with the dirt removed and then subjected each bushel to a dockage of one, two, three or five pounds as the quantity might justify. Several times a movement has been inaugurated in the Southwest to have Kansas wheat graded according to its quality and docked for dirt, but so much opposition to the change developed that no action was taken. Now that the Illinois Inspection Department will dock for dirt, the reform may be expected to extend to other states.

UNIFORM EXPRESS rates will be established in this country on Feb. 1, unless the Interstate Commerce Commission agrees to give the express companies another postponement. In the meantime, a number of the state railroad commissions are issuing orders making the express rates within the state on the same basis as that used by the Interstate Commerce Commission; and it is to be hoped that all of the state commissions will follow this example. Then the express shipper will have a simple, convenient schedule to go by; he will be able to figure with little trouble what the expressage is on any size parcel from any point to any point; and the express companies will avoid a tremendous amount of clerical labor and tariff expense involved in the present intricate system, or more accurately, lack of system.

THE ADOPTION of two resolutions by the National Ass'n at New Orleans endorsing Congressional bills somewhat antagonistic to one another, prompts the suggestion that all resolutions be not only referred to the resolution committee but be actually considered by the full committee. The resolutions adopted urged Congress to pass the Newlands bill as well as the Ransdell-Humphrey bill. So many resolutions are adopted as the result of snap judgment and without previous consideration that if an association is to be consistent in following out an established line of work, then all resolutions should first be read before the convention and referred to an active resolution committee. Trade associations which do not follow out this policy are sure to be imposed upon by all kinds of promoters seeking endorsement and ofttimes to the great embarrassment of the organization.

Federal Inspection or Supervision.

The second step in the establishment of uniform grades throughout the country is the development of some system by which the uniform application of these grades will be enforced in all of the central markets. Obviously government grades are only possible with government supervision. As was well brought out by J. S. Dewey of Blanchester at the meeting of the Ohio Grain Dealers' Ass'n, the grades themselves are only symbols used for convenience, and that any change in the meaning of these symbols will produce nothing more serious than a temporary confusion.

The success of the movement for uniform grading will depend upon the method the government adopts for enforcing its grades. It has the choice of supervising the inspection work, or actually doing the inspection. The latter course suggests many objectionable features. Inspection work will always be better done if in the hands of men whose positions depend upon their ability as grain judges and not upon the ability of their political friends to control their appointment. Turning over the grain inspection departments to the government will result in a large increase in the number of government employes and will increase the number of minor political plums for faithful henchmen.

A more important objection to federal inspection is the clash between state and federal authority. The states are too jealous of their rights to hand over the inspection of grain in intrastate commerce to federal authority; and the politicians are too careful of their opportunities to lose this chance for doubling the number of political appointees. The perpetual conflict between state and federal authority would be unendable, and would make uniform inspection a joke.

Government supervision will avoid these dangers. The positions are too few in number and too important to become mere pawns in the political chess game. There would not be much chance for clash of authority because the federal supervisors would inspect but a very small percentage of the grain shipped. Government supervision would be a great advantage to the country shippers. It would supplement the work of the appeal committees and would insure to the shipper the oversight of an impartial authority, free from influence by terminal receivers.

The government will take jurisdiction over grain inspection in one manner or another. The grain trade should recognize this is an unavoidable development. The important thing, now, is that this government jurisdiction take a form that will bring about the desired uniformity without undue interference with the grain business and without throwing the supervisors or inspectors into the political arena.

Studying Dust Explosions.

As a result of the recent explosions in Buffalo and in Glasgow, Scotland, the whole subject of dust explosions is being given scientific study, and it is hoped that their exact nature and prevention will be determined.

The New York State Department of Labor appointed an advisory com'ite some time ago to investigate this matter in the milling industry. Among those on the com'ite may be mentioned R. R. Hillman, Buffalo, a mechanical engineer and safety expert; Lawrence E. Harmon, Buffalo, pres., Buffalo Cereal Co.; Professor Charles E. Munroe of George Washington University, and George W. Booth, chief engineer of the National Board of Fire Underwriters

David J. Price, Pittsburgh, Pa., of the United States Buro of Mines, has been working on this subject for some time; and he has invited members of the Buffalo millers' investigating com'ite to witness a series of experiments he has prepared at the government laboratory.

In England the study of this matter has made considerable progress. As a result, it has been found that the various kinds of dusts may be divided into three classes. In the first class are those dusts which ignite readily from a small source of heat, as for example a burning match. Sugar, starch, soya bean, grain and flour dust are of this class.

The second class comprises those dusts which ignite only when subject to an intense and continuous heat. This includes sawdust, castor oil, meal oil, oil cake, bran and grist milling, mustard and corn meal dust.

In the third class are placed those dusts which are not liable to ignite under any conditions likely to appear in manufacturing. In this class are placed the dusts resulting from sack cleaning, spice milling and rapeseed grinding.

The grain man is apt to think that the question of dust explosions is of concern only to the elevator, milling and mining businesses. As a matter of fact, however, a large variety of manufacturing plants are subject to this hazard; and the careful investigation will be of benefit to all of them. The grain elevator and the flour mill have been the scene of too many disastrous explosions to ignore this dangerous hazard.

GRAIN BUYERS at country stations who believe in scrapping with their competitors all the time, and who enjoy nursing a prejudice against doing business at a profit, should make it a point to read the letter in this number of the Journal from "A Sympathetic Traveler," and the most pitiful thing about the letter is that it is true.

CONCRETE continues to be used in the construction of small country elevators, as well as terminal storage plants, in ever increasing quantity. Grain elevator men have come to recognize that it is the cheapest material in the long run. It not only overcomes many of the fire hazards, but where properly constructed it does not deteriorate or need painting, points that are well worth the consideration of any grain dealer who can build a house where it will not be necessary to move it.

GRAVITY Feed Gasoline Engines have started so many fires in elevators that the Mutual Insurance Companies making a specialty of this kind of hazard charge extra for insuring a plant where such an engine is installed. Some insurance companies refuse to write insurance on a plant equipped with such an engine, at any price. If Insurance Companies cannot afford to take the chance, surely no individual grain dealer can afford to do so. The sooner such hazards are eliminated from grain elevators, the better for all concerned.

FEW COUNTRY elevator operators have as yet come to a full realization of their opportunity to reap a profit from cleaning, improving and carefully classifying grain received from farmers. Terminal and transfer elevator operators have always found this work exceedingly profitable. Notwithstanding this fact, many elevator men have dumped their receipts all into one bin and shipped it as it was received, regardless of grades or dockage for dirt. The elevator man of the future who succeeds will get his profits out of the wasted opportunities of the elevator man of today. The careful classifying of receipts and the thoro cleaning of all grain always has proved profitable.

GOVERNOR COX could well urge the co-operation of the Ohio grain dealers in the uplifting of rural communities. The grain dealer is in close touch with the farmer, and can, if he wants to, act as a source of information and a guide to his patrons. He can, by discriminating between good and bad corn when buying the farmers' crop, force them to improve the quality of their corn. He can, by purchasing pedigreed seed, increase the yields of grain and aid in the establishment of a type fitted for his locality. He can do much to aid in the good roads movement. The grain dealer in his capacity as an American citizen, if he will adhere to a broadminded, farsighted, unselfish policy, can wield a tremendous influence in the betterment of his community. As a reward he will win the high regard of his neighbors, he will make his town a much more beautiful spot for himself and his family, and he will increase the amount of his yearly profits. This is the "enlightened selfishness" which corporations are finding to their advantage to adopt and which the grain man would do well to follow. A grain dealer in a town of ten thousand can exercise more influence than can the Standard Oil Company in the city of New York. For his own good, the grain dealer should yield that influence for his community's good.

PRES. EIKENBERRY has good reason for boasting about the amount of work accomplished at the fall meetings of the Ohio Grain Dealers Ass'n. The last meeting was like its predecessors in this respect. The topics were taken up, discussed animatedly, and disposed of in business-like fashion. Despite the length of the afternoon session the interest was sustained thruout. The entertainment side of grain dealers conventions quite naturally adds greatly to their attractiveness and also promotes good fellowship among the members; but it frequently happens that the entertainment program interferes with the serious business of the meeting by developing too much good fellowship, with the result that the members are elsewhere, enjoying themselves, when they ought to be in the convention hall. Grain dealers ass'ns should seek to attract a large attendance more by the educational value and interest of their sessions than by the elaborateness and novelty of their entertainments.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Wabash 62431 was seen Nov. 8 leaking white corn above the trucks and at one of the doors in the Decatur, Ill. yards.—J. W. Turner, Argenta, Ill.

M. K. & T. 15729 passed thru Erie, Kan., Nov. 4, southbound, leaking white corn at end and side.—R. A. Braik.

G. N. 72134 passed thru Glenfield, N. D., Oct. 31, leaking a steady stream of barley at corner of car. Did not notice until train was pulling out.—J. A. Ahrens, agt. Minnekota Elvtr. Co.

Soo 130412 was set out at Kensal, N. D., Nov. 1, on account of hot box, was leaking at brake end. No seal on door. Stuffed with paper and nailed.—I. G. Moats, agt. Osborne-McMillan Elvtr. Co.

Frisco 34865 passed thru Little Rock, Ia., Oct. 9, leaking wheat at side door. Train did not stop.—R. H. Sietsema, agt. E. A. Brown & Co.

Soo 8766 passed thru Trail, Minn., Oct. 23, leaking wheat at side.—H. F. Degerness, mgr. Farmers Produce & Elvtr. Co.

C. C. C. & St. L. 47079 and **O. W. & N. 10056**, loaded with oats, were wrecked Oct. 10, between Gerled and Germania, Ia. Cars total wreck and contents all on the ground. —F. E. Albertson, Estherville, Ia.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

The Biggest Load.

Grain Dealers Journal: The report of big loads received by grain dealers in Illinois and Indiana are rather amusing to a North Dakota grain dealer. Our records for one week in Sept. show six loads of wheat containing 843 bu. and 20 lbs. On Sept. 9th B. C. French delivered a load of wheat that tipped the scales at 10,790 lbs. gross. The net weight was 9,050 lbs. Who can beat it?—Farmers Elvtr. Co., per H. Westlie, Plaza, N. D.

Would Discourage Dockage for "N. S." By Using Small Cars.

Grain Dealers Journal: Lately we have noticed several articles in the "Journal" concerning the allowance being demanded by Railroads account of "Natural Shrinkage" and since it seems that the Dealers are standing for this unreasonable ruling it seems to be up to us to devise a plan to reduce this allowance as much as possible and to this end we submit the following:

Our experience has been that a careful examination of the equipment will show evidence of "leakage" either at the grain doors, draw bars or there will be a hole in the floor of the car and under such conditions it stands to reason that just as much grain will waste from a 40,000-pound cars as will from an 80,000 lbs. However, by reducing the loading weight you will accordingly reduce the allowance to be made.

EXAMPLES.

Loading weight..80,000 lb. Corn			
Out weight.....79,500 lb. Corn			
	500 lb. actual loss		
Less ¼ of 1% a/c "N. S."...	20C		
	300 lb.	@ .80 bu.	$4.29
Plus freight on deduction....		@ .18 cwt.	.36
			$4.65
Loading weight..40,000 lb. Corn			
Out weight.....39,500 lb. Corn			
	500 lb.		
Less ¼ of 1%..	100		
	400 lb.	@ .80 bu.	$5.71
Plus freight on deduction....		@ .18 cwt.	.18
			$5.89

Difference $1.24 in favor of dealer.

Oats will work out on the same principle of course.

You will please note that we have based our proposition upon a 40,000-lb. minimum and figuring that a firm handles as many as 1000 cars per year you would be able to effect a yearly savings of $1240.00.

This method, of course, will have the effect of reducing the Railroad Company's revenue per car and will also throw upon them the extra expense of handling the extra cars required and we believe that they would rather lose the allowance than do this and as soon as they find that the shippers are going to resort to this method of figuring they will amend their tariffs taking out the rule.

You will notice that we have added freight for "natural shrinkage" and this is on the theory that freight has been paid on full amount of Corn loaded in the car and that the Railroad Co. can not reasonably demand that we "give" them the Corn and then pay the freight on it.—Sincerely yours, Darragh Company, G. F. Williams, Sales & Traffic Mgr., Little Rock, Ark.

New Move to Stop Stealing Grain from Cars in Terminal Yards.

Grain Dealers Journal: The following letter from Judge Merritt W. Pinckney, of the Juvenile Court of Cook County, which was sent to me and to the Special Agents of the various carriers in the Chicago District, will no doubt be of interest to grain shippers, as it has a direct bearing on a cause for frequent weight shortages:

"A great deal of time in the Juvenile Court is taken up in the hearing of the cases of small boys ranging in age from 10 to 14 years who have been taken into custody while stealing coal, grain, and goods from the cars in the numerous railroad yards in Chicago.

For some time I have felt that the Special Police of the various railroads and the Probation Officers of the Juvenile Court might co-operate the more generally for the purpose of preventing these depredations and thereby lessening the work of the Special Agents who are guarding the railroad yards and of the Juvenile Court which is called upon to hear these cases.

My experience teaches me that in many instances the parents and guardians of these small boys should be punished for contributing to the delinquency of the boys rather than that the boys should be punished.

It has occurred to me that the Probation Department of the Juvenile Court might and would materially assist your force if the Probation Department was advised in the first instance of the name of the child, the names of the parents or guardians and the home addresses of the same. The Probation Officer assigned to the particular district where the parents of the offending child live could visit the parents and warn them of what would happen to their boys in the event of a repetition of the offense and also that they (the parents) would be prosecuted.

I am satisfied that a general co-operation along these lines between your Special Agents and the Probation Officers in the Juvenile Court would result in much good.

Under the supervision of Sergeant Martin F. Rogers we have in our Probation Department some 40 city policemen who could and would gladly assist in this work.

I would, therefore, request that you send to the Complaint Department the names of all boys found in the first instance on your railroad rights of way, the names and addresses of the parents or guardians and a statement of the time when and place where the boys were found on your tracks and by what special agent.

I will at once take this matter up with Mr. Joel D. Hunter, Chief Probation officer of the Juvenile Court, and Sergeant Rogers with a view to having all the County and City Probation Officers co-operate with your Special Agents along the lines suggested above.

I would also suggest that you send in the names of all the women found stealing coal from your tracks.

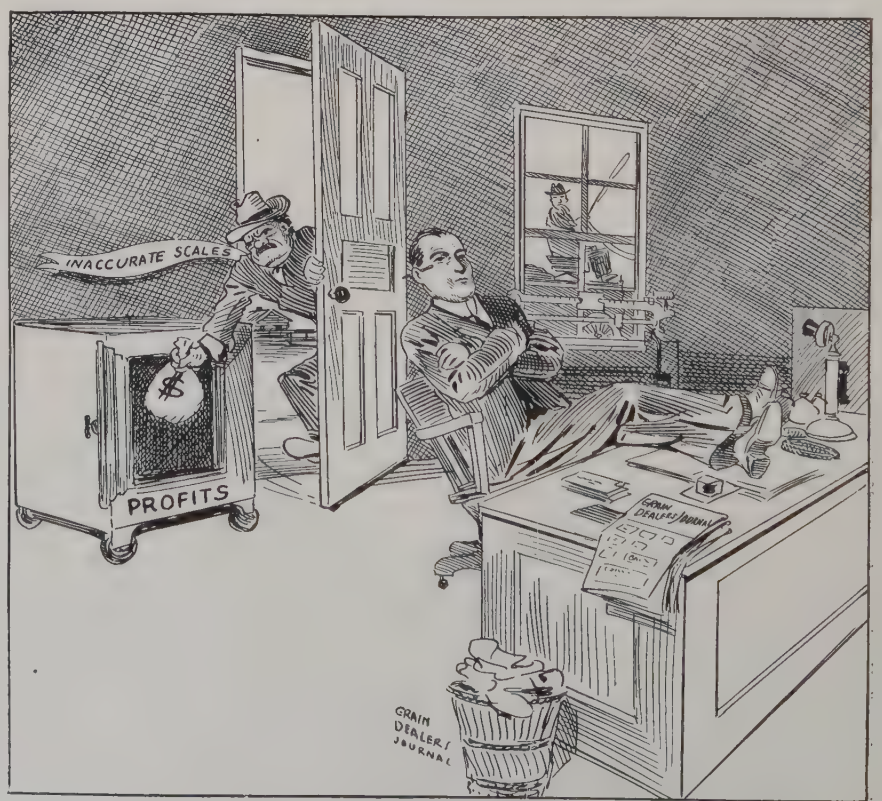
Thanking you in advance, I am

Yours very truly,

Merritt W. Pinckney,

Judge, Juvenile Court of Cook County."

As you are aware, it is the function of the Grain Shippers' Protective Ass'n to locate and eliminate the grain thief. My work, therefore, brings me in close touch with juvenile offenders, and with the Special Agents of the carriers. Just what should be done with the boy car sweeper and juveniles caught taking grain and coal from loaded cars, and with children and women trespassers, has been a perplexing problem. However, since Judge Pinckney has been Judge of the Juvenile Court, much has been accomplished to remove this annoying source of trouble and loss. Naturally, Judge Pinckney does not like to



The Stealthy Robber Who Daily Lifts a Little.

sentence little children to reform institutions, especially in view of the fact that the parents often send their children to railroad yards to sweep cars and to steal.

Judge Pinckney's plan, as outlined, will go a long way toward clearing up railroad yards of trespassers, and the Judge is to be commended for his work in this direction. It is obvious, that it behooves the Railroad Special Agents and all of us to co-operate with Judge Pinckney to the fullest extent in carrying out his well laid plans.—Yours truly, G. H. Miller, Manager Grain Shippers' Protective Ass'n, Chicago.

A Sharper Captured.

Grain Dealers Journal: About one and one-half years ago a man by the name of Mr. Bartlett opened an office in Davenport, Ia., operating about one month in the grain brokerage business and beat country dealers out of about $12,000, then left for parts unknown. He was today arrested here upon information by the German Grain Co. Members of the company recognized him on the street. Davenport officers wired to hold him to await their arrival.—W. J. Buttschau, Sioux Falls, S. D.

A Family Story.

Grain Dealers Journal: The dealers here have been for some time scrapping like Kilkenney cats. Each distrusts the other; and none make a living, because each believes that he will not secure his full share of the business unless he pays more for the grain than it is worth.

One may try to handle the grain at a profit, but in order to get the business, he will pay more for hogs or hay than they are worth; and still another will sell coal below its cost at the mine in order to get the customer.

All of them seem to be clinging to the old time "sure loss plan" of giving the farmer the rise of the market, if he does not wish to sell immediately upon delivery.

Some are said to be taking less pounds per bushel of ear corn than others. In other words, all of them are trying to get all the business in some way, regardless of the profits or the possibility of having anything left at the end of the crop year.

I have talked with different buyers, and all admitted that they were ripe candidates for the "bug house," and still they go right on fighting for grain in utter disregard of the fact that each bushel is bringing them a loss.

Some dealers seem to be laboring under the impression that not only the law forbids them paying the same price for grain at a station, but requires them to cut one another's throats commercially at every opportunity.

I have yet to have any dealer tell me how he can get more money for his grain than competitors at the same station. Yet no buyer seems to hesitate to pay more than the other fellow does, if it gets the grain.

If anybody ever presented an argument in favor of such cut-throat methods, I have failed to see it.—A Sympathetic Traveler.

PEANUTS produced 84.3% of an average crop this year, compared with 82% in 1912 and 81.1% in 1911, according to the U. S. Dept. of Agriculture.

Grain Dealers Back from Panama.

The Panama Canal is the wonder of the age.

So say a bunch of grain men just returned from looking it over. The writer was one of the "bunch." Of course a decision from so important an aggregation makes it positive.

After attending the New Orleans meeting of the Grain Dealers' National Association we boarded a fruit steamer, and for five days saw nothing but the blue (very blue) salt sea, one bird, one piece of land, and some seasickness.

At Colon everybody was glad to see us, especially the cabbies, police and souvenir dealers, and we were also glad to see them (even the police).

We then "toured" the Canal and kept at it for four days. All the locks are practically finished, and they are very complete in every detail. They are the largest in the world, and reflect great credit on the men who have built them. No writer has exaggerated the greatness of the Canal, nor the obstacles that have been met in building it. The weather down there was awfully hot at times, but one simply had to give an "open order" for rain to come at a certain time, and the rain came.

Uncle Sam has made things comfortable for his "nephews, sisters, cousins and his aunts."

Col. Gorgas had killed all the mosquitoes before we arrived.

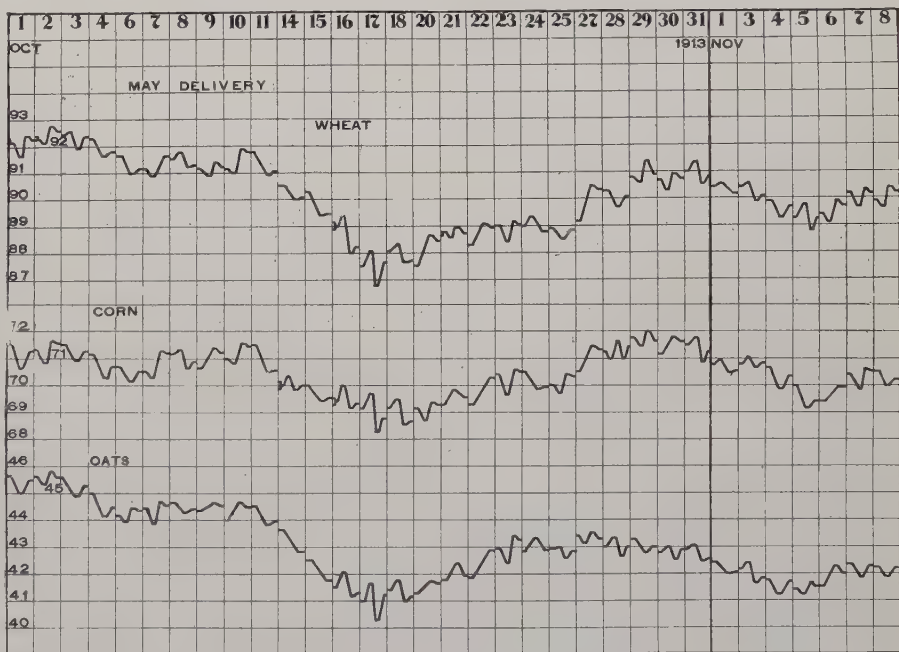
After leaving New Orleans, even though there was a wireless apparatus on board, not one of us knew the price of December wheat during the three weeks' travel, and cared less.

If one will go the 2,500 miles to Panama, and spend a week there, they will appreciate the work of Col. Gorgas and Col. Goethals, and also why our Government has paid such large salaries for white employes. Then after journeying home the same 2,500 miles will agree that the grain and seed, or milling business in God's country cannot be beaten.—*Fred Mayer in Zahm's Red Letter.*

THE WEIGHT per measured bushel of the various crops this year as given by the U. S. Department of Agriculture is as follows: wheat 58.6 lbs., against 58.3 lbs. last year and 57.8 lbs., the 10-year average; oats 32.1 lbs., against 33.0 lbs. last year and 31.5, the 10-year average; barley 46.5 lbs., against 46.8 lbs. last year and 46.0 lbs. in 1911.

Chicago Futures

Opening high, low and close on wheat, corn and oats for May delivery during October and part of November are given on the chart herewith:



DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.

	Oct. 25.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 3.	Nov. 4.	Nov. 5.	Nov. 6.	Nov. 7.	Nov. 8.
Chicago	83⅞	85⅜	85⅛	86	85⅞	86¼	85½	85⅜	84⅞	84⅛	84⅝	85⅛	85¼
Minneapolis	81⅝	83	82⅝	83⅝	83¼	83⅛	82⅛	82	81⅜	80¾	81¾	82⅛	82
Duluth	82⅞	84¼	83⅞	84⅞	84	84⅛	83	83⅛	82⅜	81⅝	82⅜	82⅞	82¾
St. Louis	86¾	88⅜	88	88¾	88⅜	88¾	87½	87¼	86¾	86⅛	86⅝	87	87
Kansas City	80⅜	81¾	81⅝	82⅜	82⅛	82¼	81½	81½	80⅞	80	80¾	80⅞	80¾
Milwaukee	83⅞	85½	85¼	86	86	86⅛	85½	85⅜	84⅞	84¼	84¾	85¼	85¼
Toledo	93	94¾	94¾	96	95¾	96¼	95½	95½	95¼	94¾	95¼	95⅝	95¼
Baltimore	92	93½	93¼	94	93¾	93¾	93⅛	93	....	92¼	92⅝	92⅞	91¾
Winnipeg	79½	81¼	81	82½	82¼	82¾	81⅞	81⅞	81⅜	80¾	81½	81⅞	81¾
Liverpool	98½	100	99½	101¼	100⅝	101½	101¼	101¼	100⅜	99⅞	99⅞	100⅝	100
*Budapest	115⅝	117¾	117⅝	125⅛	125⅝	125⅜	.....	125⅛	124⅞	124¼	123½	124¼	124

DECEMBER CORN.

	Oct. 25.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 3.	Nov. 4.	Nov. 5.	Nov. 6.	Nov. 7.	Nov. 8.
Chicago	68⅝	69¾	70	70¼	70⅜	70¼	69⅜	69⅞	69⅛	68⅛	68¾	69½	69⅛
Kansas City	69½	70½	71⅛	78⅛	71⅛	70¾	70	70⅜	70	68⅞	69½	70⅛	69⅞
St. Louis	69½	70¾	71⅝	71¾	71½	71⅛	70¼	70⅝	70⅛	69¼	69¾	70¾	70½
Liverpool	66¼	66½	66¼	65⅝	64⅞	64½	63¾	64⅛	63	61⅝	61⅛	62⅛	62¾

*Oct. delivery until Oct. 28, thereafter Apr il delivery.

Hearing on Tentative Grades at Washington

Washington, Oct. 29.—The final hearing before Secretary of Agriculture Houston with the view of giving the grain men an opportunity of voicing any objections they may have in regard to the proposed corn standards which the department has been authorized by Congress to fix was held at Washington Oct. 29 in the National Museum Building and was attended by 100 men representing the grain interests throughout the United States. A. J. L. Payne of London was also present and represented the London Corn Traders Assn.

Under authority from Congress contained in the Agriculture appropriation act, which authorizes the Secretary of Agriculture to fix grades for grain, the Department of Agriculture, through its office of Grain Standardization of the Bureau of Plant Industry, has completed the necessary investigations to justify the fixing of definite grades for commercial corn and the hearing was called prior to the final adoption of the schedule as formulated by the Department.

On account of the large number of grain men who signified their intention to speak and the limited amount of time, Chas. D. Jones, President of the Grain Dealers National Ass'n, urged the speakers to be as concise as possible in their remarks. Mr. Jones presented two resolutions adopted at the New Orleans convention in which the association approved of the tentative grades for corn as formulated.

Protests by the grain men of Baltimore, the biggest port of corn exports in this country, were voiced by J. C. Vincent and L. J. Lederer, both of the Baltimore Chamber of Commerce.

George Jackson, an exporter of Baltimore, said that No. 3 grade should be eliminated and No. 4 substituted therefor.

Henry L. Goemann of Toledo, O., said that the grain dealers and farmers of the west are well organized and could be easily educated as to the tentative grades. He said that the farmers are careless and that good farmers do not get good prices for their grain. He concurred in adopting the grades, but said that the inspection of corn should be uniform and that the inspectors should be compelled to pass an examination to demonstrate their qualifications for judging corn. In answer to a query by Secretary Houston, Mr. Goemann said it was his idea to have the examinations under the Secretary of Agriculture.

E. H. Culver, representing the Toledo Produce Exchange, said that the "whole question in a nutshell is, the corn is not allowed to mature. We are trying to grow tropical corn in a frigid zone."

The seventeen and one-half per cent moisture content for No. 3 commercial corn seemed to be the point of issue by a number of those present. While a few of them objected to the low percentage of moisture, the majority expressed themselves as satisfied provided proper supervision could be guaranteed and the percentage not too rigidly enforced. They said that corn may be tested at the point of shipment and prove 17½ per cent, but at the destination be found to have a higher or lower moisture content.

George A. Aylsworth, Vice Pres. of the Board of Trade, Kansas City, said that the grain men do not fear any grades that may be suggested provided they can be enforced. "We have found that there is a variation between any two carloads of corn and fear that the standards will not be elastic enough to cover this variation. What we want is the rule of reason applied if the content proves 17½ per cent at the point of shipment and does not prove up to this standard at the point of destination."

Geo. A. Wells, Des Moines, Ia., declared that the farmers of Iowa will resent the 17½ per cent moisture content for No. 3 grade.

A. R. Ware of Kansas City, seconded the remarks of Mr. Aylsworth by saying that "experiments have shown that there is a variation in the content at the place of inspection and destination."

James L. King of the Philadelphia Commercial Exchange declared that the percentages are too severe and that five grades would cover the schedule.

In voicing the sentiments of the Grain Dealers Ass'n of Texas, H. B. Dorsey, its Acting Sec'y, said that there is a necessity for raising the standard and that he would like to see No. 1 grade lowered to the second grade. He said that he wanted "federal inspection," not "supervision." He presented the following letter from the Pres. of the Ass'n:

Hon. David F. Houston,
Secretary of Agriculture,
Washington,D. C.

Sir: The Texas Grain Dealers Ass'n and the Fort Worth Grain and Cotton Exchange desire to make representations to you on the subject of the adoption of the proposed grades for corn, as follows:

1st. The State of Texas is a buyer of corn, its annual requirements ranging from twenty to fifty million bushels.

2nd. The quality of corn grown in the territory from which most of this supply is received is very inferior on account of its excessive moisture content, and has resulted in heavy financial loss to the dealers and consumers of this state.

3rd. The Grain Dealers and Millers and the Consumers of the State of Texas are anxious for the Department of Agriculture to take some action immediately that will result in inducing the farmers of this country to grow corn of better quality.

4th. It is the consensus of opinion of the dealers and millers of Texas that the Department of Agriculture can do more toward accomplishing this result, by raising the standard of the commercial grade known as No. 3 corn, than it can by any other means at its disposal.

5th. Practically the entire surplus of the corn crop as it moves from the farms into commerce is contracted for by the buyer under the standard term "No. 3 or better," and with few exceptions the farmer is paid the same price for No. 3 corn, containing 19 per cent moisture, as his neighbor gets for No. 2 corn, containing 15 per cent.

6th. In order, therefore, to induce the farmers of this country to grow a better grade of corn, it is obviously very necessary to raise the standard of the grade they are familiar with, and the grade they are accustomed to selling by, and we, therefore, commend the action of the Grain Standardization Department in proposing a higher standard for the grade of No. 3 corn, especially, and we firmly believe the work and the purpose of this Department will be nullified if the name of this grade is changed or modified in any degree, and we earnestly protest against any change whatever in the name and specifications for any of the grades proposed, and especially for the grade of No. 3, unless the specifications for moisture content be further reduced.

Respectfully submitted,
(Signed) T. G. MOORE,
President Texas Grain Dealers Ass'n, Ft. Worth Grain & Cotton Exchange, Fort Worth, Tex.

Sec'y C. B. Riley of the Indiana Grain Dealers Ass'n presented the following arguments in favor of the retention of No. 3 as the Commercial Grade of corn:

Sec'y Riley Favors Retention of 3 Corn as the Commercial Grade.

The grain dealers and producers in the grain producing states have for years believed in the necessity for uniformity and stability in the matter of classification and grading of grain.

They believe that standardization and uniform grading are possible and necessary if such products are to reach the consumer in an expeditious and economical manner; however, they deem it undesirable to grade and classify corn so as to cause radical deviation from what has for years been recognized as reasonable specifications for the commercial grade.

They believe that in the determination of grades the general and natural conditions of grain, and the ordinary demand therefor, should be recognized as controlling factors, while extraordinary or special demands or conditions, involving the matter of quality as well as the matter of quantity and distribution, should be subordinated to the general conditions. Special demands can and should be provided for by the use of products of special or extra quality, either natural or artificial.

They believe that natural and ordinary commercial conditions and necessities contemplate the GRADE OF CORN THAT EXISTS IN THE LARGEST VOLUME IN THE PRODUCING TERRITORY, UNDER NORMAL CONDITIONS as to quantity and quality and that such corn should, IPSO FACTO, constitute the basis for the commercial or contract grades in such territory, and for the territory that draws its supplies therefrom. Such corn is now classified and known to the trade as "Three Corn."

If a distributor of grain is so situated that by reason of climatic or other conditions corn in its natural or normal condition, merchantable in the markets near its production, will not meet his requirements, is it not fair that his trade should pay for a quality that will meet the requirements, thus assuming the burden of the infirmities incident to his locality or other necessity, rather than place such burden upon the producer by classification or otherwise?

If the buyer desires to use corn, for storing, manufacturing or exporting, should he not buy an extra quality, suitable for such purpose, or buy natural corn and condition the quality in conformity with his requirements, especially since such requirements, are of the nature of special requirements and infinitesimal when compared with the greatest demand incident to the use of the entire production?

In classifying grain the elements necessary to maintain natural commercial grades and values should be recognized and constitute the basis for the classification, all other grades should sustain proper relation thereto, in specifications and values, but should not be controlling factors in either. Since such grades occupy a more restricted place in the broad field of general commerce, and can be provided for by the purchase of higher grades of natural corn, or by conditioning the quality desired, consequently, there can be no justification for penalizing the producer on his holdings, by forcing them into the grades of Four, or lower. This will inevitably result from changing the long established names or numbers of the grades as contemplated in the proposed schedule. We do not believe the desire to perpetuate continuity in grade numbers will even justify the cost and embarrassment that will follow the effort to educate the trade and especially the unorganized producers, who will be slow indeed to realize the necessity for accepting unstable and fluctuating prices based on discredited grade of "Four Corn," in name, that has for many years passed as "Three" in quality.

In this connection it might be well to see what the statistics show as to the uses made of such corn as enters the market, for other than feeding purposes in its natural form.

PER CENT BASED ON AVERAGE ANNUAL CROP OF 2,700,000,000 BUSHELS.
U. S. Crop Reporter, Dec., 1912, and Jan. and March, 1913.

Shows corn to have been used in the flour and grist mills (census)	245,000,000 bu.	9.1%
Glucose and starch	40,000,000 bu.	1.5%
Distilled liquors, 1910	21,000,000 bu.	.8%
Malt liquors	14,000,000 bu.	.5%
For food in towns	120,000,000 bu.	4.4%
Exported corn and meal	45,000,000 bu.	1.7%
Balance	28,000,000 bu.	1.0%
Total	513,000,000 bu.	19.0%

Of the 245,000,000 bus. used in flour and grist mills, a portion returns to the farm for consumption. This quantity may be estimated at about 125,000,000 bus. If we include this quantity with the farm consumption the total farm consumption would be about 2,312,000,000 bus., or 85.6 per cent of the total crop, leaving 14.6 per cent for all other uses.

In order to show that purchasers of corn for special purposes can obtain the limited amount of the kind required, most any month in the year, in so far as the moisture content is concerned, we will submit the report of receipts and grades of one market, viz.: Indianapolis, during the movement of last year's crop, beginning with the month of November, 1912, and each month thereafter, down to and including the month of May, 1913; the tests were as follows:

Month.	Total No. of cars tested.	Test 17½% or better.	No. of cars.	Test 18% or better.	No. of cars.	Test 18½% or better.	No. of cars.	Test 19% or better.	No. of cars.
1912.									
November	1,368	1.39	19	5.92	81	10.52	144	23.24	318
December	1,896	6.06	115	19.19	364	28.15	534	52.94	1,004
1913.									
January	1,533	7.69	118	22.89	351	34.96	536	54.40	834
February	1,631	3.31	54	20.35	332	29.61	483	59.16	965
March	904	7.42	67	33.19	300	47.67	431	73.33	563
April	602	41.69	251	67.93	409	76.40	406	90.02	542
May	1,137	94.18	1,068	97.52	1,106	98.66	1,119	100.00	1,137

Indianapolis market is a primary market, receiving practically all its grain direct from the country shippers, drawing its supply largely from the great corn belt of Western Indiana and Central and Southern Illinois.

According to this report, it would seem that patrons of this market could have received natural corn of high grade, in sufficient quantities, many months of the year, to take care of their special necessities, besides which, increased quantities of suitable corn for some of the special uses, could have been procured, as it is reported that most manufacturers of corn products, being able to use corn of high moisture content, condition it before grinding, by the introduction of moisture, when the corn does not carry above 19 to 21% in its natural form.

This moisture may afterwards be expelled, by a system of drying the meal or other products, but if it is necessary, or desirable, to have it in, that the highest degree of efficiency may be realized in the process of manufacturing, we see no reason for penalizing the producer for not expelling the natural moisture content before marketing, except of course upon the theory that artificial moisture can be introduced by the manufacturer at less cost than to buy Nature's deposit in the natural corn and such reason does not justify the practice.

It is understood by feeders generally, that corn, very dry and hard, by reason of the low moisture content, is not so desirable nor so profitable when fed in its natural form, and that the moisture content, properly distributed by the laws of nature, is more advantageous than artificial moisture introduced after the corn is harvested.

The exporter may desire corn of low moisture content, but since he uses less than 2% of the total production of the country, or even less than half the amount consumed by the poultry of the country, he will have but little trouble in getting that amount of high grade natural corn any month in the year, if he is willing to meet the requirements in the matter of price. In addition to this, he can, and I understand does, kiln dry much corn for export, which doubtless is more profitable to him than to buy the higher grades at the prices they bring in the general markets of the country.

It is our belief that the producers and first handlers of grain, who are the owners thereof when it first enters the market, desiring to sell it in its **natural form**, merchantable for general use, in the locality where produced, are entitled to classify it, or have it so classified that they may avail themselves of the GENERAL MARKETS of the country for such natural corn, on such terms and conditions as to quality and grades as will preserve their rights and bring to them just rewards for their efforts, **freed from the burden** of conditioning it by mechanical or other means, for special uses or demands. Such special requirements are not of the producers' creation, but are incident to special demands, developed after the natural corn enters the markets, and each demand may require a different quality or condition, thus bringing much trouble and an unjust burden to the producers and first handlers, should they be required to adjust themselves and their trade to the new conditions, or submit to a penalty in the matter of discounts or depreciated values for failure.

The interests and parties that create the demand, for special conditions, and desiring the tentative grades to supply such demands, are limited in number in comparison to the producing public and first handlers, and are able to conform to such extraordinary requirements, and usually do so, by equipping themselves with machinery and otherwise, for conditioning and preparing grain to meet such special demands.

Therefore we ask, in the interest of the producers and first handlers of corn, that the Standards be so constructed as to permit natural 3 Corn to retain its present status in the trade as the Standard or merchantable grade, with a maximum moisture content of about 19%, and that other grades, both higher and lower, be so constructed as to bear proper relation thereto, and to that end we favor the reconstruction of the proposed grades or the insertion of the proposed Standard grade, whereby grade "Three" will take the place of grade "Four," as recommended by the Grain Dealers' National Ass'n, and the trade represented at the Des Moines meeting.

H. H. Bingham, of the Louisville Board of Trade, strongly endorsed the tentative grades.

E. J. Smiley, Sec'y of the Kansas Grain Dealers' Ass'n, declared that the rules are not practical and are impossible to enforce. "They are all in favor of the buyer," he said, "and the seller has not been taken into consideration at all. If the rules are adopted we believe that the farmer will receive less money for his corn."

Several of the speakers objected to the schedule being put into force until next July. In support of this J. C. F. Merrill, Sec'y of the Chicago Board of Trade, said, "There are now hundreds of thousands—we might say millions—of bushels of corn under contracts extending into March, 1914, and the grades should not go into effect until July 1."

J. M. Brafford of the Indianapolis Board of Trade seconded Mr. Merrill on this point. Mr. Merrill further said that he considered that the grades for corn that have been in effect in Illinois for many years past are sufficient.

The London Corn Trade Ass'n was represented by A. J. L. Payne, who declared that the majority of the corn men of England are entirely in favor of the tentative grades with the possible exception of the 17½ per cent moisture content for No. 3 commercial corn. He said that while some favored a reduction of this percentage as low as 14 per cent the consensus of opinion was that 16 per cent should be the proper percentage. Mr. Payne further suggested that a certificate should accompany each consignment of corn and state the percentage. One uniform certificate for all the world should be adopted, he said.

The other speakers, a majority of whom supported the resolutions of the New Orleans convention, were: S. W. Strong of Urbana, Ill., Sec'y of the Illinois Grain Dealers Ass'n.; M. R. Myers of Chicago; Fred E. Pond of the Buffalo Corn Exchange; H. W. Danforth of Washington, Ill.; J. W. Holmquist of the Omaha Grain Exchange; H. J. Barry of the Indianapolis Board of Trade.

Secretary Houston at the conclusion of the hearing said that the question of grain standardization was one of vital importance to the country, and one that he had devoted much study to. He thanked the men for coming to Washington and giving their ideas on the subject, and that it was the intention of the department "to try to secure for the producer a fair price for his product and the consumer a proper value for his money."

The markets were represented as follows:

Baltimore: T. M. Maynadier, Geo. Jackson, Charles England, J. B. Mahool, W. H. Hayward, J. W. Snyder, J. M. Dennis, E. T. Richards, R. C. Wells, H. S. Smith, J. C. Vincent, C. B. Blackburn, R. J. Lederer, J. M. Finch, W. Rodgers.

Chicago: J. C. F. Merrill, Lowell Hoit, Frank B. Rice, F. S. Pierce.

Indianapolis: S. A. Holder, H. J. Barry, J. M. Brafford.

Kansas City: A. R. Ware, Geo. A. Aylsworth, F. G. Crowell.

Louisville: Alfred Brandeis, H. H. Bingham.

New Orleans: A. F. Leonhardt, W. L. Richeson, R. C. Jordan.

Omaha: J. W. Holmquist.

Peoria: W. T. Corneilson.

Philadelphia: S. L. McKnight, F. E. Marshall, James L. King.

Norfolk: J. H. Cofer.

London, England: A. J. L. Payne.

Toledo: F. O. Paddock, E. H. Culver, H. L. Goemann.

St. Louis: John L. Messmore.

I ENJOYED reading the articles on car-coopering which recently appeared in the Grain Dealers Journal.—C. H. Northlane, Sec'y-Treas. Pierce Elevator Co., Union City, Ind.

BROOM CORN produced 50.3% of an average crop this year, according to estimates prepared by the United States Department of Agriculture. This compares with 82.9% last year and 69.8% in 1911.

OATS SITUATION.—Limited arrivals at the principal primary markets, together with a better speculative feeling in all grains, have been influential factors in the betterment of values. As the market becomes firmer, there is a tendency on the part of dealers to have more confidence in the situation, and there are indications that the consumptive demand has increased. The enormous visible supply, however, will no doubt prevent a material advance at this time, but the outlook suggests further fractional gains, which may become permanent as the weight of supplies becomes less burdensome.—L. W. Forbell & Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Oneonta, Ala., Oct. 25.—Fair crop of corn and hay; quality much better than 1912 crops.—Brice & Cowden.

IDAHO.

Jerome, Ida., Nov. 5.—Practically all grain in this section has been threshed and some record yields of wheat and oats have been made on alfalfa and clover ground. Fall weather has been most favorable and so far no damage of any kind in this vicinity.—Wm. Wagner, mgr. Jerome Mlg. & Elvtr. Co.

ILLINOIS.

Cayuga, Ill., Oct. 27.—Husking returns on corn disappointing. Quality fair, yield of 30 bus.—C. J. Collins, agt. Pontiac Farmers Grain Co.

Woodford, Ill., Nov. 7.—Oats almost a ten year average crop; fine quality; corn 80% average crop; quality good.—J. A. Simpson & Son.

Lodemia sta., Fairbury p. o., Ill., Nov. 7.—Corn making from 30 to 40 bus.; almost all gathered; farmers holding for higher prices.—R. C. Vance.

Roseville, Ill., Nov. 1.—Corn yield poor; only making 15 bus. to 30 bus. instead of 50 to 80 bus. as last year; will fall 10 to 20% short on feeding quality. Farmers holding new corn.—Pratt & Pratt.

Emden, Ill., Oct. 31.—Corn ½ crop or less; 10 to 35 bus.; not much new corn sold; little old corn in farmers hands; some oats; not much wheat.—Hildebrand Bros.

Lomax, Ill., Nov. 5.—Little grain to ship this season; good corn neighborhood; farmers getting from 10 to 20 bus. instead of 50 to 70 bus.; chaffy; hot winds simply burned it up. Farmers holding for $1.00. Not enuf white corn; shipping in.—R. A. Lomax.

INDIANA.

Union City, Ind., Nov. 5.—Corn ¾ crop; quality fine.—Mead Grain Co.

Mohawk, Ind., Oct. 29.—Some corn making 75 bus.; will average 45 bus. Wheat fine.—S.

Wilkinson, Ind., Oct. 29.—Some corn making 70 bus. and all will average 50 bus. Wheat fine.—I. C. Wisehart.

Maxwell, Ind., Oct. 29.—Wheat prospect fair; corn average about 40 bus.—Brandenburg & Carlton.

Rileysburg, Ind., Oct. 31.—Corn about ⅔ crop, not best quality; good acreage of wheat; doing nicely.—W. E. Gaskin, mgr. Marble & Current.

Waynetown, Ind., Oct. 28.—Wheat looking unusually fine. Corn making ⅓ crop; quality fair.—G. C. Moore, mgr. Waynetown Grain Co.

Veedersburg, Ind., Oct. 28.—Corn ½ crop; wheat acreage same as usual; looking fine.—J. W. Simmerman, mgr. Farmers Mlg. & Elvtr. Co.

Covington, Ind., Oct. 28.—Many fields of corn not making 5 bus.; whole crop may average ⅓. Wheat never looked better.—W. M. Moore, mgr. Covington Grain Co.

Freeland Park, Ind., Oct. 29.—Some corn husked, making an average of 38 bus. instead of 50 to 60 bus. as expected.—J. W. Geary, mgr. W. J. Ladd & Co.

La Crosse, Ind., Nov. 4.—Farmers husking corn; yield 30 to 40 bus. instead of 40 to 60 bus. as expected. Large acreage of winter wheat sown, looking fine.—A. W. Wall, agt. Farmers Elvtr. Co.

Milroy, Ind., Nov. 4.—Wheat sown under favorable conditions, have not seen wheat look better at this season of the year; well prepared to endure the hardships of winter and bids fair to make a good crop.—Enterprise Mlg. Co.

IOWA.

Hartley, Ia., Nov. 7.—Farmers are holding corn and oats.—C. H. Betts.

Yale, Ia., Nov. 8.—Grain business at a standstill; farmers picking corn.—J. B. Hayes.

Nevada, Ia., Oct. 30.—Corn yield 45 to 60 bus.; best quality I ever saw at this time of year, tested some and graded No. 3.—F. G. Booher, mgr. Farmers Grain Co.

Minburn, Ia., Nov. 6.—Our corn crop will be only half a crop; making from 20 to 45 bu.; no old corn back; poor quality of new corn.—B. P. Greenfield, agt. Wright & McWhinney.

Anthon, Ia., Oct. 27.—Crops a little shorter than usual; however, a goodly amount will come on market this season; all in all we have no reason to complain.—D. M. McKenzie, agt. Western Elvtr. Co.

Little Rock, Ia., Oct. 30.—We are today loading our first car of new yellow corn for this season; quality better than last year. On account of hog cholera double the amount of corn will be marketed here.—R. H. Sietsema, agt. E. A. Brown & Co.

KANSAS.

Formoso, Kan., Oct. 27.—We have a surplus of wheat.—J. Jacobson.

Damar, Kan., Oct. 31.—Crops a failure for three years.—Damar Elvtr. Co.

Sabetha, Kan., Nov. 5.—Corn crop total failure; shipping in oats and corn; growing wheat in fine condition.—Derby Grain Co., by C. T. Parker, sec'y and treas.

Turon, Kan., Nov. 7.—Corn prospect best in years; largest wheat acreage ever sown in this country.—H. W. Hutchinson, mgr. Farmers Elvtr. Co.

Wichita, Kan., Nov. 8.—Kansas growing winter wheat is making a noise like a 180,000,000 bu. crop for 1914, from an estimated 9,000,000 acres sown.—Imboden Mlg. Co.

Belleville, Kan., Nov. 6.—Corn almost total failure; will not make over 2 bus.; wheat sowed late; looks well; acreage about 10% above normal.—E. A. Fulcomer.

Goodland, Kan., Oct. 27.—Unlimited amount of winter wheat being sown this fall here and thru the western part of the state.—B. E. Roller, agt. Phillipsburg Mill & Elvtr. Co.

Clyde, Kan., Oct. 24.—Crop prospects best in years; wheat looking excellent, increase in acreage about 20%; practically no corn. Late frosts will prevent much insect damage this fall.—Clyde Mill & Elvtr. Co.

Gretna, Kan., Oct. 24.—Grain all sold; corn and oats are being shipped in; wheat prospects 100%. Good fall rains; wheat came up good and is now being pastured.—Harry M. Clark, agt. Phillipsburg Mill & Elvtr. Co.

Argonia, Kan., Oct. 27.—Acreage of wheat larger than for several years, need more cattle to pasture as the wheat is rank. Frosts have injured late kafir and sorghum but everything else in good shape.—Guy D. Gould, agt. Pacific Elvtr. Co.

MICHIGAN.

Lansing Mich., Nov. 1.—Estimated wheat yield 15.73 bus.; total yield 12.121,491 bus.; condition of growing wheat 95%; total number of bus. marketed during October, 234,672; estimated total bus. marketed August-October, 2,250,000; 49 mills, elvtr. and grain dealers report no wheat marketed in October. Estimated corn yield 31.54 bus.; estimated yield of beans 11.63 bus. Estimated state acreage of wheat, 770,586 acres; total yield, 12,121,491 bus.; yield per acre, 15.73 bus. Estimated corn acreage, 1,696,556 acres; total yield, 53,513,088 bus.; yield per acre, 31.54 bus. Estimated oats acreage, 1,510,596 acres; total yield, 44,384,119 bus.; yield per acre, 29.38 bus. Estimated barley acreage, 82,955 acres; total yield, 2,045,360 bus.; yield per acre, 24.66 bus. Estimated rye acreage, 380,491 acres; total yield, 5,133,182 bus.; yield per acre, 12.49 bus.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Moorhead, Minn., Oct. 28.—Corn good; about 15,000 bus. will be marketed.—C. I. Gross, mgr. Baldwin Flour Mills.

South Haven, Minn., Nov. 8.—Crops good including corn; wheat averaging 18 bus.; rye 22 bus.; barley 25 bus.; oats 50 bus. About 50% of grain marketed.—H. F. Goode, agt. Osborne-McMillan Elvtr. Co.

MONTANA.

Bridger, Mont., Oct. 25.—Grain crop about 20% short.—C. J. Baldwin, pres. Bridger Grain Co.

Stipek, Mont., Nov. 3.—Wheat yield 8 to 20 bus.; durum 10 to 20 bus.; flax 5 to 15 bus. Large acreage has been plowed; ground frozen now.—Agt. Occident Elvtr. Co.

NEBRASKA.

Norfolk, Neb., Oct. 27.—Grain movement slow here and at Hoskins; hog cholera bad. We are sacking out some corn west; have a fair crop here; starting it at 60c.—John Phinney, mgr. Farmers Grain Co.

Bushnell, Neb., Oct, 31.—Large acreage of winter wheat; looks good as can be found. Oats averaging 60 bus.; winter wheat 30 and durum 40. From present prospects we will handle 400,000 bus. of wheat and oats this season.—T. H. Adamson, mgr. Bushnell Grain Co.

NORTH DAKOTA.

Nash, N. D., Oct. 27.—Crops fair; wheat 15 bus.—J. W. Cone, agt. St. Anthony & Dak. Elvtr. Co.

Derrick, N. D., Nov. 7.—About 70% grain marketed so far; 60% of the fall plowing finished.—R. S. McMorran, mgr. Farmers Elvtr. Co.

Fall work in North Dakota has been better done, and more of it, than for a great many years. In our opinion fully 75 to 85% of the cultivated area has been plowed and is ready for a crop; considerable dragged and packed; a large percentage of that left for spring plowing has been gone over with a disc harrow. From 35 to 40% of grain in North Dakota still in farmers' hands; country receipts have shown a marked increase for the past week and we anticipate a continuation of this movement for some time.—The Van Dusen Harrington Co., Minneapolis.

OHIO.

Pemberton, O., Oct. 31.—Corn fine, but too wet to shell.—J. W. Simmons.

Piqua, O., Oct. 31.—Corn 75%; quality fine; pasture good.—C. N. Adlard.

Canal Winchester, O., Oct. 31.—Corn crop 60%; sound but short ears.—D. F. Taylor.

Troy, O., Nov. 3.—Corn crop of fair quality; yield ½ of last year.—C. H. Roszell.

Hayden, O., Oct. 31.—Corn fine; good quality; yielded 50 to 75 bus.—Latham Bros.

Metamora, O., Oct. 31.—No grain moving; corn fair crop.—S. L. Rice, mgr. Metamora Elvtr. Co.

Genoa, O., Oct. 31.—Corn wet; yield disappointing.—C. A. Powers, with Powers Elvtr. Co.

Troy, O., Oct. 31.—Corn yield moderate; good quality.—H. M. Allen, Allen & Wheeler Co.

Springfield, O., Nov. 4.—Corn ⅔ crop. None to be shipped, all will be fed.—W. E. Tuttle & Co.

Sidney, O., Oct. 31.—Oats fair; corn ⅔ crop; quality fair.—W. B. Jackson, with Jones Grain Co.

Anna, O., Nov. 4.—Corn ⅔ crop; quality fine. Winter wheat growing fine.—Finkenbein & Manning.

Green Camp, O., Oct. 31.—Corn good quality; oats good quality; yield about 45 bus.—Ed. Atherton.

Greenville, O., Nov. 5.—Corn crop 75% of normal; quality fine.—Noah Wenrick, mgr. Wenrick, Mote & Hawkins.

Brookville, O., Nov. 4.—Corn yield only fair; quality good. Will ship corn in a few weeks.—Younce Bros. Grain Co.

Troy, O., Oct. 31.—Corn ½ crop; quality only fair.—P. C. Herron, agt. Miami County Crop Improvement Ass'n.

Piketon, O., Oct. 31.—Corn 65%; quality good; 80% crop planted; quality good.—C. K. Patterson, Patterson Mlg. Co.

Prospect, O., Oct. 31.—Wheat good; new crop in good shape; corn fair; average crop.—H. O. Toms, mgr. Union Mills.

Coshocton, O., Nov. 4.—Quality of corn excellent; general prospects good. Deliveries of wheat normal.—Hanley Mlg. Co.

Emery Chapel, Springfield p. o., O., Nov. 5.—Corn fair, all will be fed; expect to ship in corn. Wheat crop fine.—G. A. Collier.

Crawford, O., Nov. 5.—Wheat good crop; oats light; coming to market slowly.—Richard Smith, agt. Sneath-Cunningham Co.

Cedarville, O., Oct. 31.—Good crops; quality up to last year; wheat great deal better.—F. P. Hastings, of Kerr & Hastings Bros.

Rosewood, O., Oct. 31.—Corn better than expected; yield 40 bus.; quality fair; husking in progress.—Geo. E. Stephenson, mgr. Rosewood Grain Co.

Toledo, O., Oct. 31.—Oat crop light; averaging about 40 bus.; quality good; corn not up to average quality.—Chas. Knox, rep. J. F. Zahm & Co.

Lockington, O., Nov. 3.—Corn 80% average crop; quality good. Fine crop of oats and wheat. Growing crop of wheat very fine; large acreage.—C. N. Adlard.

Creston, O., Nov. 4.—Crops average; quality good; just harvested. The prospect for the coming crop of wheat is good; acreage average.—S. M. White & Son.

Wapakoneta, O., Oct. 31.—Corn fair; 80% of crop; winter wheat looks fine. Early threshing good; late threshing only fair; average yield; farmers holding some; trade has been brisk.—E. C. McCullough.

Circleville, O., Oct. 31.—Received the first corn, shipped two weeks ago, today. The moisture content this year is lower than usual but the corn contains too much oil.—H. S. Heffner, of Heffner Mlg. Co.

Gordon, O., Nov. 4.—Corn fair yield; good quality. In boys' corn growing contest, one acre yielded 124.38 bus. and 100 lbs. ear corn shelled out 88 lbs. shelled corn.—Ed. Ammon.

Williamsport, O., Oct. 31.—Corn fair quality; yield fair; above average for rest of state running 2 to 2½ bus. to the shock; will begin handling new corn Nov. 1.—B. B. Yates & Co.

Sidney, O., Nov. 4.—Corn from here to Quincy good but in other parts of the Miami Valley the weather has been a little too dry; quality good. Winter wheat 100% condition; acreage 80% of an average.—J. E. Wells.

OKLAHOMA.

Helena, Okla., Oct. 29.—Wheat looking fine; enuf moisture to carry it thru the winter.—W. A. Halfhill, agt. Arkansas City Mlg. Co.

Sentinel, Okla., Nov. 5.—Wheat acreage twice as large as last year; looks good. Plenty of moisture.—A. T. Jones, agt. Wilbur Miltenberger.

Orienta, Okla., Oct. 23.—Largest acreage of wheat ever sown; looking fine; some yet to sow; not much old wheat on hand. Shipping in corn for feed. Have had about 12 inches of rain since Sept. 7. Soil in fine condition for growing crop.—Grant Webster, of Webster & McGinnis.

OREGON.

Brownsville, Ore., Oct. 26.—Grain crop slightly above the average; prices good; oats 35c; wheat 78c.—Chas. Sterling, mgr. Sterling Mlg. & Whse. Co.

SOUTH DAKOTA.

Burkmere, S. D., Nov. 5.—Crops very light.—R. M. Whitney, agt. Atlas Elvtr. Co.

Burke, S. D., Nov. 7.—About ½ crop in this vicinity.—Chas. Klufa, agt. Wm. Krotter & Co.

Elk Point, S. D., Nov. 7.—Crops good, except corn, which is short crop; yield about 28 bus.; husking in progress but help is scarce.—Farmers Union Elvtr. Co.

WISCONSIN.

Clintonville, Wis., Nov. 6.—Crops good; farmers prosperous; everything working smoothly.—Agt. Cargill Elvtr. Co.

Madison, Wis., Oct. 15.—Corn crop particularly good. Average wheat yield 19.2 bus.; rye, 17.9; barley 28.7; oats 39.9; shelled corn 38.1; buckwheat 15.8; flax 14.6; beans 15.9, and peas 19.9 bus.—J. C. MacKenzie, sec'y State Board of Agriculture.

The 1913 Crops.

The United States Department of Agriculture has issued its final estimate of the average yield per acre of various crops and total production, as follows:

	Yield Per Acre.			*Production.	
	1913.	1912.	10-yr.	1913.	1912.
Corn, bu.	23.0	29.2	27.0	2,463,017	3,124,746
Buckwheat, bu.	17.2	22.9	19.8	14,455	19,249
Flaxseed, bu.	7.9	9.8	9.0	19,234	28,073
Wheat, bu.	15.2	15.9	14.2	753,233	730,267
Oats, bu.	29.3	37.4	29.8	1,122,139	1,418,337
Barley, bu.	23.9	29.7	25.5	173,301	223,824
Rye, bu.	16.3	16.8	16.1	34,789	35,664

*(000 omitted.)

GOVERNMENT CROP REPORT.

Washington, D. C., Nov. 10.—The United States Department of Agriculture reports the conditions of crops on Nov. 1 to be as follows:

Corn.

The average yield of corn this year was 23 bus. against 29.2 bus. last year and 27 bus., the 10-year average. Total production was 2,463,017,000 bus., compared with 3,124,746,000 bus. last year. The quality of the corn was 95.8, compared with 101.1 last year.

The amount of the 1912 corn crop on farms Nov. 1, 1913, is estimated at 137,972,000 bus., or 4.4 per cent of the crop compared with 64,764,000 bus., or 2.6 per cent of the 1911 crop on farms Nov. 1, 1912, and 3.8 per cent, the average for the past ten years.

The average price of corn this year is placed by the government at 70.7c per bu., compared with 58.4c, so despite the smaller total, this year's crop is worth $1,741,353,019, compared with $1,520,454,000, the value of the record crop last year.

	Yield Per Acre.			*Production.	
	1913.	1912.	10-yr.	1913.	1912.
Illinois	27.0	40.0	36.0	284,877	426,320
Iowa	34.0	43.0	33.0	338,198	432,021
Kansas	3.2	23.0	22.4	23,757	174,225
Missouri	17.5	32.0	30.0	129,378	243,904
Nebraska	15.0	24.0	27.2	114,135	182,616
Texas	24.0	21.0	20.3	169,944	153,300
Okla.	11.0	18.7	22.3	56,936	101,873
Indiana	36.0	40.3	36.7	176,328	199,364
Ohio	37.5	42.8	37.3	149,775	174,410
Georgia	15.5	13.8	13.0	63,023	58,958
Kentucky	20.5	30.4	28.4	74,538	109,440
Tennessee	20.5	26.5	25.3	68,982	88,298
Alabama	17.3	17.2	15.8	56,121	54,180
Miss.	20.0	18.3	17.7	64,600	56,840
N. Carolina	19.5	18.2	16.6	55,302	51,106
Arkansas	19.0	20.4	20.4	47,500	50,490
S. Dakota	25.9	30.6	28.5	66,810	76,347
Minnesota	40.0	34.5	31.3	94,280	78,177
Virginia	26.0	24.0	24.0	51,480	47,520
S. Carolina	19.5	17.9	14.6	38,844	34,278
Louisiana	22.0	18.0	19.2	42,482	32,490
Wisconsin	40.5	35.7	34.1	66,096	58,262
Michigan	33.5	34.0	33.0	54,974	55,250
Penn.	38.5	42.5	37.6	56,326	61,532

*(000's omitted.)

CANADIAN BUCKWHEAT Crop in 1912.

The buckwheat crop in Canada for the year 1912 was one both of good yield and good quality. The average yield per acre was 26.34 bus., compared with 22.69 bus. in 1911. The quality, as shown by the average weight per measured bushel, also shows considerable improvement over the previous year.

The total crop amounted to 10,193,000 bus., grown on 387,000 acres. This is divided between the five principal buckwheat provinces as follows: Prince Edward Island, 99,000 bus.; Nova Scotia, 197,000 bus.; New Brunswick, 1,474,000 bus.; Quebec, 3,030,000 bus., and Ontario, 5,393,000 bus. During the year ended March 31, 1913, Canada exported 223,833 bus. of buckwheat, valued at $118,575.

Leaking in Transit.

"And they pulled the damper out
And they shoved the damper in,
And the smoke went up the chimney just the same.
Just the same, just the same,
And the smoke went up the chimney just the same."—Old Song.

The reports received and published by the Grain Dealers Journal continue to be numerous and instructive. We reprint another installment to show that the right of way is still being sown with good grain, "just the same." There are some communities not a thousand miles from Chicago which have a thriving industry in raising poultry fed upon railway track sweepings. There are some sections of tracks which yield an abundant and unfailing harvest to the thrifty foreigners who have discovered the grain mine. The following reports show the orifices through which the money goes. "Orificial" surgery, in the way of coopering, does not seem to accomplish much. Radical constitutional treatment is what is needed.—*Railway and Engineering Review.*

Defense of Dockage for Natural Shrinkage.

BY F. C. MAEGLY, ASST. G. F. AGT. A. T. & ST. FE RY.

Bulk grain cannot be handled without some shrinkage or wastage in weight. Many shippers buying grain from farmers deduct ten or twenty pounds per wagon load to offset this feature. Every country dealer if he weighed his grain as it went into his elevator and again as it went out of his elevator would find a prevailing shrinkage (normal wastage) in the weight. The amount of that shrinkage might vary with circumstances and the condition of the respective lots of grain, but it would be there in spite of good business methods in the conduct of elevator plants.

Likewise where the actual weight of bulk grain as loaded into freight cars is determined and the grain shipped to destination in grain tight cars, there again to be weighed with absolute accuracy, there would be prevailing natural shrinkage (normal wastage) no matter how grain tight the cars or what practical business precaution might be employed by those interested in the transaction.

Shippers, receivers, carriers and all concerned are in duty bound to give closer attention to the physical condition of the car in which the grain is transported. If a car leaks grain during transit or while the shipment is in carriers possession, the owner of that grain is entitled to proper reimbursement for his loss, but where grain moves through from point of shipment to destination in a grain tight car and under continuous seal protection, the owner of the grain and the transportation company are bound to respect that fact and not attribute a sheer variance between two weights, the unloading weight less than the loading weight, as evidence that grain was lost from the car, because if so, what about the numerous cars showing over runs at destination due to faulty scales, faulty or improper weighing, or errors in the weights ascertained or certified, and how would you avoid dishonesty or fraud?

OHIO GRAIN DEALERS
Meet.

The regular fall business meeting of the Ohio Grain Dealers Ass'n was held Oct. 31 at the Neil House, Columbus, O. About 75 members were present at the opening of the convention, and perhaps 30 more drifted in during the morning session.

Pres. E. C. Eikenberry called the members to order at 11:00 a. m., and in his opening address he urged them to give their officers and com'ite earnest support and help.

J. W. McCord, sec'y: I have a telegram from Earl C. Bear, vice-pres., stating that he is absent on account of illness. Soon after our Cincinnati meeting, the Pres. appointed the following com'ites:

ARBITRATION: J. H. Motz, Brice; M. A. Silver, West Jefferson; Robert McAlister, Columbus.

LEGISLATION: Chas. E. Groce, Circleville; H. W. Robinson, Greenspring; Geo. W. Lamb, Hooker.

MEMBERSHIP: Willis Jones, Mt. Sterling; Jacob Hause, Wapakoneta; Chas. T. Pierce, Van Wert; J. R. Fritsche, Oak Harbor; R. G. Calvert, Selma.

B/L: J. S. Dewey, Blanchester; J. W. Channel, Melvin; C. W. Pontius, Lewisburg; W. A. Dull, Willshire.

OHIO AGRICULTURAL EXPERIMENT STATION: J. E. Wells, Quincy; J. L. Doering, Antwerp; A. B. Beverstock, Lexington; B. F. Turner, Avery; Fred Mayer, Toledo; Jos. Wolcott, Conover.

CLAIM BURO: Ed. Strittmatter, Portsmouth; C. S. Behymer, Rockford; Grant McMorran, St. Paris.

TRAFFIC: H. L. Goemann, Toledo; J. W. Simmons, Pemberton; Ed. Richter, Cincinnati.

Pres. Eikenberry: The most important and interesting subject we have to discuss at this meeting is the government grades of corn. An entire day was devoted to this matter at the National convention, and a conference was also held on Oct. 29 at Washington with the Secretary of Agriculture. We are fortunate in having with us H. S. Grimes, who is a member of the Legislative Com'ite of the G. D. N. A. and knows what was done at the Washington conference.

H. S. Grimes, Portsmouth: We have spent two days in Washington on the subject; and we are now in session on the B/L proposition, that is, to secure a uniform B/L. The Interstate Commerce Commission called a conference of railroad and traffic people to take up the B/L matter. We had a conference of shippers, including quite a number of grain men, and went over the proposed B/L and some changes were made to be submitted to the Commission.

From the remarks of Commissioner Clements yesterday morning they mean to dwell more upon satisfying the shippers of the country than upon satisfying the railroads. At the same time they state that they want to be fair. There is no question in my mind that when they come to a final conclusion, we will have a B/L that will cover minutely and perfectly all of the objectionable features in the old B/L. It looks as if we will be able to secure at last what we have been working for during the past ten years.

As to corn grades, we had men from all over the country at a meeting called by the Secretary of Agriculture, at which he appeared personally. Every section of the country gave its views. Of course, no vote was taken as this matter is entirely in the hands of the Department of Agriculture.

A report was read of the proceedings at Washington. (A complete report on this conference is published elsewhere in this number.)

H. S. Grimes: One thing the grain shippers will not need to worry about. The government will not confiscate any corn, no matter what its condition.

The members adjourned at twelve o'clock.

AFTERNOON SESSION.

The afternoon session opened at 1:45 p. m.

Pres. Eikenberry: We will now discuss the government grades. It should be clearly understood that we can only endorse or oppose the resolutions adopted at the New Orleans convention.

H. S. Grimes: I will present for your endorsement or rejection the following, which is an exact copy of the resolution adopted at the New Orleans convention by the grain trade thruout the country with very few, if any, dissenting votes. I move that we endorse this resolution:

RESOLUTION AMENDING THE GOVERNMENT'S TENTATIVE GRADE.

WHEREAS, the Department of Agriculture of the United States, acting under the authority of Congress, has formulated tentative grades to be applied to corn moving in interstate and foreign commerce, and,

WHEREAS, this governmental action has aroused widespread and general interest thruout a large section of the country, and

WHEREAS, the Department of Agriculture thru its representative, Dr. J. W. T. Duvel, Crop Technologist of the Buro of Plant Industry, and the Grain Dealers National Ass'n in convention assembled, in the city of New Orleans have devoted the day of Oct. 15, 1913, to a formal conference on the questions thereby raised, for a wise and practical solution of the same, and,

WHEREAS, it is most desirable to not disturb well established and deeply rooted practices of the commerce in corn throughout the country, therefore be it

Resolved, that it is the sense of the Grain Dealers National Ass'n that the grades proposed by the Department of Agriculture in the main be and hereby are approved, but that a change in the name of one grade and the numerical position of three grades is desirable in the interests of commerce, whereby long continued practices will not be materially or injuriously disturbed, and be it

Resolved, that to this end, it is the sense of the Convention that the grades of No. 1 Corn and No. 2 Corn as proposed by the Department shall be agreed to, but that the grades proposed by the Department as No. 3 Corn with a maximum moisture content of 17.5% shall have for its name "Standard Corn" and that the remaining three grades proposed by the Department as Nos. 4, 5, and 6, be numbered 3, 4 and 5, and be it further

Resolved, That inasmuch as the requirements pertaining to percentage of dirt, unsoundness, broken grains, and foreign matter of the several grades formulated by the Department are not dissimilar from those contained and specified in existing rules, and inasmuch as the practical working of existing rules has shown the error of the absolute exclusion of mahogany corn from the grades below the grade of No. 2 Corn, that it is the sense of this Convention that mahogany corn be admitted into the grades as follows: No. 3 one per cent; No. 4 two per cent; and No. 5, three per cent, otherwise the percentages as proposed by the Department be agreed to.

At this moment Gov. Cox arrived.

Pres. Eikenberry: It gives me great pleasure to introduce His Excellency, Governor Cox of Ohio.

The Governor, in a most interesting speech, urged the grain dealers to cooperate with the state government in the uplifting of rural life, and particularly, in the upbuilding of the rural school.

C. E. Groce, Circleville: I move that a vote of thanks be given to Governor Cox. A rising vote was taken, and the Governor was heartily applauded.

Pres. Eikenberry: Now back to the question of the corn grades. The matter is before you and it should have ample discussion. This convention is one of country elevator operators, and your views should be placed on record.

Sec'y McCord: It might be thot that everybody is a unit in the conclusions reached at the National convention. Personally, I am in favor of the modification; but before going to New Orleans, I took up the matter with T. P. Riddle, sec'y of the Tri-State Grain Producers & Dealers Ass'n. At New Orleans I received the following telegram from him: "Your letter of the 8th read at convention. Subject thoroly discussed. Following resolution adopted 130 to 3: Resolved, That it is the consensus of opinion that the proposed federal grades for corn are practical and desirable and that we recommend their adoption." This means that that meeting went on record as adopting without any modification whatsoever the government tentative grades.

C. E. Groce: That action was taken before the National convention took the matter up.

J. E. Wells, Sidney: The matter was discussed at the meeting of the Miami Valley Grain Dealers Ass'n, but we did not come to any conclusion. I think most of our dealers were in favor of the adoption of the tentative grades. Of course, at that time this standard grade had not been suggested. The question with us was whether the government would confiscate a car of corn which graded No. 3 at the shipping point but graded No. 4 at the other end. I think the establishment of a standard grade would be an incentive to the farmer to raise better corn. We as elevator men would be obliged to pay better prices for the good corn and a less price for the inferior grades.

E. M. Crowe, Piqua: To my mind the Merrill resolution is very practical. It will leave No. 3 corn practically the same as the grade that the elevator men are accustomed to shipping.

C. E. Groce: How can you tell the corn as a wagonload comes in? We cannot stop to test it.

J. E. Wells: We have not come to that yet.

E. M. Crowe: Will the government grades be compulsory in all cases? That is, will the shipper invariably have to specify the grade of corn he is selling and then be obliged to furnish corn that will meet the government standards?

H. S. Grimes: The government grades will not interfere with the dealer selling any kind of corn he wants to. If he sells corn and guarantees it to be cool and sweet, he will not have to pay any attention to the government standards. That is a private matter, a question of agreement between buyer and seller. But if he sells corn and specifies a certain grade, then he will be obliged to deliver corn meeting the government requirements.

The attitude of Dr. Duvel towards the changes recommended in the Merrill resolution was discussed.

L. W. Forbell: I wish to give my interpretation of Dr. Duvel's remarks at the New Orleans meeting. He stated positively that he would stand pat on the moisture content percentages established for the various grades. As to the other matters, he would not recommend the changes suggested by the

Merrill resolution, but he said he would put the matter before the Secretary of Agriculture; and at the Washington conference the grain men would have an opportunity of themselves putting the matter before the Secretary.

C. E. Groce: There is some difference of opinion as to the weight of a bushel of ear corn. Some take 70 pounds and others are using 68 pounds.

E. T. Custenborder, Sidney: Buy by the 100 pounds, then you will have no trouble.

J. W. McCord: House bill No. 216 was introduced in the Ohio Assembly last year to require that all commodities dealt in by the bushel shall, unless otherwise agreed to, be bought and sold upon the basis of the standard bushels established by that bill. This bill, which became a law May 6, 1913, makes 68 pounds the legal bushel for ear corn. If you buy by the bushel, you have to take 68 pounds for a bushel unless other weights are agreed to.

J. E. Wells: We have found that buying by the 100 pounds is entirely satisfactory to our customers and to ourselves. I would like to make a motion that we all buy ear corn by the 100 pounds.

J. W. McCord: I think that resolution has been passed six or eight times already, but there is no harm in passing it at every convention.

Willis Jones, Mt. Sterling: To avoid trouble, I post in my office that all corn is bot on the basis of 70 pounds until January, thereafter we buy on the basis of 68 pounds.

The resolution that ear corn be purchased on the basis of 100 pounds was carried.

N. D. Custer, Columbus: I would like to submit the following resolution, which Mr. Grimes gave to me to read:

Whereas, The killing of calves has reached prodigious proportions in this country, thereby greatly reducing the supply of beef, and as a consequence contributing to the high prices of meat and the high cost of living.

Be It Resolved, By the Ohio Grain Dealers' Ass'n in convention assembled at the Neil House, Columbus, Ohio, Oct. 31, 1913, that it earnestly favors and urges upon the General Assembly of Ohio to enact a law (if within their province so to do) prohibiting the killing of calves under two years old and prohibiting the transportation in intrastate commerce of calves under two years old for butchering; and we pledge ourselves to use our best influence and efforts to the end that such law may be enacted by our General Assembly.

J. H. Motz, Brice: I would like to supplement this resolution so that it would also prohibit the killing of roosters under two years old.

H. S. Grimes: The resolution Mr. Custer read was adopted at the New Orleans convention.

Willis Jones: The passage of such a law would force every dairy man in the state to reconstruct his herds. A man could not feed a dairy calf for two years and make any money out of it, even if the animal was given to him.

The dealers subjected the resolution to considerable raillery, but the general underlying sentiment seemed to be against the Ass'n taking any action in the matter, and Mr. Grimes withdrew his motion.

J. S. Dewey, Blanchester: I wish to introduce the following resolution:

RESOLUTION FAVORING GOVERNMENT SUPERVISION.

WHEREAS, this Ass'n has taken broad and comprehensive grounds on the question of federal inspection of grain, and on the question of standardization and supervision, therefore, be it

Resolved, that this Ass'n now re-affirms its position thereon, as expressed in resolution adopted at the Norfolk Convention in 1912, and the same is hereby substituted for the resolution now pending. Further,

Request is hereby made that the Government be requested to pass such laws as will give us immediate application and supervision as soon as Government standards for corn are adopted.

I move that we endorse the above resolution, which was adopted at New Orleans. I regard the question of grades as one of little real importance. When we sell a car of corn, we do not want to specify the amount of moisture in the corn or the percentage of foreign matter, and all of the other factors that decide the quality of the corn, so we simply write grade No. 2 or No. 3, or whatever it is. Standard grades are simply a matter of convenience, and it makes but little difference what the grades are. However, it does make a great deal of difference how these grades are interpreted. It is a pretty bad state of affairs when you cannot get the same grade when you buy as when you sell; and yet this has always been true and will always be so until the government takes up the question.

Pres. Eikenberry: This resolution is known as the Metcalf resolution.

C. D. Barnthouse, Agosta: I do not see what the object of the grain dealers is in taking up this thing. I think we are getting too much government supervision. The government is willing to give us more than we want.

J. W. McCord: The grain trade of the country is not enthusiastic about government supervision. However, some kind of supervision must be established.

K. B. Seeds, Circleville: Is this resolution in behalf of federal inspection? I am in favor of federal supervision, but not federal inspection.

H. S. Grimes: The resolution is merely for federal supervision.

E. L. Southworth, Toledo: Dr. Duvel and his party would like to bring about federal inspection, but he never intimated either at Norfolk or at New Orleans that he would work to bring that about.

J. S. Dewey: The resolution does not ask for government inspection, but government supervision. However, the one will follow the other.

Willis Jones: As I understand government supervision, we will have the same inspection as we have now, only it will be supervised by the government. The government supervisor will take the place of the appeal com'ite of the board of trade.

The motion was carried.

Pres. Eikenberry called for crop reports.

E. A. Grubbs, Greenville: Corn is 65-70% of an average crop. Will handle no new corn until Nov. 15.

A. V. Perrill, Xenia: Corn this year better quality than last. Crop of average size; filled out nicely.

Geo. Stephenson, Rosewood: Corn 75-80% of a full crop; quality better than anticipated.

C. S. Behymer, Rockford: Average crop of corn and with any kind of weather it will be of average quality.

E. O. Teegardin, Duvall: Corn 70% of a crop.

Jesse Brundage, Kingston: 75% of a full crop.

A. V. McClure, Eldorado: Not much more than ½ the crop for last year.

Willis Jones, Mt. Sterling: Corn 75% of a crop; moisture content about 24%. Costs about 1c a bushel to shell on account of shrinkage.

J. McDonald, Washington Court House: 75% of an average crop; have been taking in corn since Oct. 8.

P. S. Goodwin, Chicago protested against any extension of governmental activity into commercial affairs. He also gave statistics as to the possibility of imports of grain from Canada and Argentina.

O. F. Furrow, Fletcher: 65% of a corn crop; will begin buying about middle of November.

C. O. Barnthouse, Agosta: 75% of a full crop. More corn will be marketed this year from Marion County than usual on account of the loss of so many swine. A great deal of grain is lying in the fields on account of the labor stringency.

E. T. Custenborder, Sidney: 85% of last year's crop; quality is very good. It will be two weeks yet before the new corn will begin to move.

Chas. Knox: How about the clover seed crop?

Willis Jones, Mt. Sterling: We will have a surplus. Practically all of the seed is being held. I have not handled 25 bus. of seed yet.

Mr. Knox was chaffed considerably about his bearish outlook on clover seed.

A vote of thanks was given Columbus grain dealers and millers for the luncheon given the delegates.

The convention adjourned at 4:30 p..m sine die.

Convention Notes.

Chicago had but one grain man at the convention, P. S. Goodman, the crop expert.

L. W. Forbell of L. W. Forbell & Co., New York, was on hand to meet old friends.

William Leubin of D. G. Stewart & Geidel, Pittsburgh, was the only man from the Smoky City to attend the meeting.

The only insurance man on hand was C. O. Garver of the Ohio and Grain Dealers National Mutual Fire Insurance Companies, Columbus.

H. S. Grimes, Portsmouth, furnished the grain dealers with a chance to display their wit when he introduced his resolution for the conservation of calves; but to Mr. Grimes it is no laughing matter.

Abel Bros., Cleveland, handed out yellow pencils to the delegates as they registered; and Rhinehart Smith of Sidney distributed advertising pamphlets covering the Union Iron Works' cleaning machinery.

Among the machinery salesmen may be mentioned G. H. Baxter, reptg. Richardson Scale Co., Chicago; A. S. Garman, reptg. Huntley Mfg. Co., Akron; and M. J. Young, reptg. The Philip Smith Mfg. Co., Sidney.

Souvenirs were almost entirely absent. One attending a convention expects to return home with a full supply of pencils, pen holders, blotters, match boxes, bill books, advertising literature and miscellaneous novelties. Are the elevator supply houses and receivers seeking to reduce the high cost of living by eliminating souvenirs?

Immediately after the morning session had adjourned, the grain dealers went to the dining room of the Neil House and enjoyed luncheon at the expense of the grain dealers and millers of Columbus. The luncheon was a very satisfactory one and, no doubt, was largely responsible for the wit and good humor that prevailed thruout the afternoon session.

Among the Ohio grain dealers at the convention were the following:

Fred Abel, Cleveland; C. N. Adlard, Piqua; Ed. Atherton, Green Camp; C. W. Baker, Kinderhook; F. W. Blazy, Cleveland; L. O. Bodman, Portsmouth; H. J. Brubaker, Rex; J. W. Burk, Springfield; F. C. Cain, with E. I. Bailey, Cleveland; R. G. Calvert, Selma; J. W. Channel, Melvin; Rhea Chenoweth, London; O. M. Clark, Cable; E. Milton Crowe, Piqua; E. T. Custenborder, Sidney.

L. W. Dewey, Blanchester; C. M. Eikenberry, Camden; E. C. Eikenberry, Camden; A. Felty, Columbus; U. G. Furnas, St. Paris; O. F. Furrow, Fletcher; R. B. Gordon, South Solon; E. A. Grubbs, Greenville; E. P. Hastings, Cedarville; J. F. Hubbard, Piqua.

W. B. Jackson, Sidney; G. C. Jaeger, J. W. Smith & Co., Pittsburgh; Willis Jones, Mt. Sterling; Fred Kile, Kileville; Charles Knox, Toledo.

W. M. Latham, Hayden; G. W. Lamb, Hooker; J. B. Lathrop, Berkey; J. A. Long, London; Robert F. McAlister, Columbus; C. E. Morris, Waldo; Wm. Myers, Lockbourne; W. A. Niswonger, Arcanum; W. A. Niswonger, Quincy.

T. M. Patterson and C. K. Patterson, Piketon; J. C. Paul, Botkins; C. W. Pontius, C. A. Powers, Genoa; S. L. Rice, Metamora; H. W. Robinson, Cleveland; L. G. Shanely, Pemberton; C. M. Shepard, Christiansburg; J. W. Simmons, Pemberton; J. C. Spurrier, Marysville; E. L. Southworth, Southworth & Co., Toledo; Geo. E. Stephenson, Rosewood; H. M. Strauss, Cleveland; Ed. Stritmatter, Portsmouth.

D. F. Taylor, Canal Winchester; B. E. Thomas, Plain City; H. P. Thomas, South Charleston; H. O. Toms, Prospect.

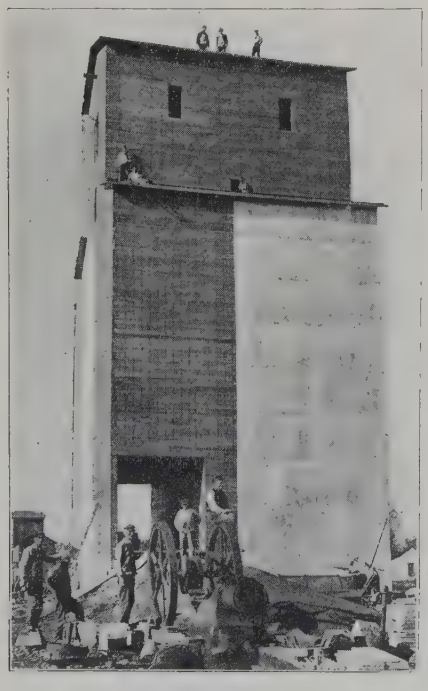
F. E. Watkins, Cleveland; L. R. Watts, South London; J. E. Wells, Sidney; C. E. Wilkinson, Sidney; Joe Wolcott, Conover; B. N. Yates, Williamsport; C. B. Young, Bowling Green.

THE HUNGARIAN barley crop this year amounted to 73,486,667 bus. from 3,000,108 acres, compared with 72,119,356 bus. from 2,786,710 acres last year. The excessive rainfall damaged the quality of the barley; and the white color, so much valued by brewers, is rare this year. The kernels are not as hard as usual. In 1911 Hungary exported 230,703 metric tons of barley for brewing purposes and 16,539 tons for food purposes.

FARMERS ELEVATOR AT Dalton City, Ill.

The Farmers Grain Co., Dalton City, Ill., is just completing the erection of its new 50,000-bu. elevator. A fotograf of this elevator in course of construction is reproduced herewith.

The building is 36 ft. square and 88 ft. high, of studded construction. It is covered with iron siding and asbestos roofing. The equipment includes two dumps, two stands of elevators, No. 32 Western Gyrating Cleaner, Western manlift, National Automatic Scales, and a gasoline engine. All of the machinery was furnished by the Union Iron Works.



Farmers Grain Co.'s Elevator, Dalton City, Ill.

HEARING ON UNIFORM B/L.

At the hearing before the Interstate Commerce Commission at Washington Oct. 30 to Nov. 1 on the proposed uniform B/L, a much larger number of representatives of the shipping interest appeared than the Commission could hear in the time allotted. Only one-half of the shippers present were heard, and as many of them desired to return home they were given permission to file briefs.

Judge Clements, in opening the hearing, said: Heretofore the various bearings that have been held on this subject have been what might be termed informal. This meeting should be of such nature that the record of its work will form the basis of any finding which the Interstate Commerce Commission might later make. The Commission will take all matters that come before this hearing into consideration when they finally begin active consideration of this matter and we want the facts that are adduced at this hearing in such shape that they will be entertained by a court of law, should occasion arise whereby it would be necessary for the Commission to go into a court and defend any action that it might have taken in this regard.

W. M. HOPKINS, manager of the Transportation Dept. of the Chicago Board of Trade, was the first witness called, and proposed the following amendments to the present B/L:

In case of property lost or damaged in transit, the basis of settlement shall be the value at time of shipment.

"It is understood that as to general merchandise this value is usually represented by the bona fide invoice price. As to property sold for future delivery, it is understood that the value is not generally represented by the invoice, but more nearly by the market price at the time of shipment."

The following was proposed to be added to Section 3:

In the case of property which is lost or destroyed resulting in non-delivery of the shipment, the company shall immediately give written notice thereof to both the consignor and the consignees. In the case of property which is delivered in a damaged condition, written notice of the condition of such shipment shall be mailed to the consignor by the delivering agent. Claims for such loss or damage must be made in writing to the carrier within four months after the service by the carrier of the written notice provided for.

To Section 8, the following was proposed by Mr. Hopkins:

If a carrier shall make delivery of such propetry without collecting all charged against said property and without the written consent of consignor, the consignor shall be relieved of liability for such charges.

To Section 9 this was added:

Such water carrier shall not be responsible for any loss or damage to property if it is necessary or is usual to carry such property upon deck.

W. M. HOPKINS was questioned as to natural shrinkage of grain en route and replied:

Natural Shrinkage.—The railroads should be made responsible for the "invisible loss" in grain in loading and unloading and also "during transportation." Present tariffs provide that railroads are responsible to the extent of ⅛th of one per cent on grain other than corn and ¼ of one per cent on corn.

Yet while this provision is in the tariffs on nearly all railroads, it is practically unenforced. The claims for damages arising under this tariff are usually small and claim agents will not settle the claims, no matter how just, because of the provision of the clause, unless the courts are resorted to.

That provision has been used by the railroads to escape the just responsibility that they should bear. It has been a fact well noted among the shippers that it is next to impossible to make settlements with the railroads except by resort to the courts.

The loss from evaporation and natural shrinkage is small. In the loading of 500 cars of grain, transporting it from one elevator to another a mile distant and unloading into another elevator and of loading 500 cars at an elevator not having been transported at all, the loss was about 1/10 of one per cent.

Natural shrinkage by evaporation is not calculable as the loss is very small on corn during transportation, but it is greater on this commodity than on other grain.

On corn shipped from producing points to markets, say an average transportation of 150 miles, the shrinkage is very small. If delayed in transportation say 10 days to 2 or 3 weeks the shrinkage is greater, owing to the atmospheric conditions. Where evaporation is greater than what it would be under the usual condition due to the negligence of the carrier, the carrier should be held responsible for the loss the shipper is now made to pay.

Added moisture gained in shipments would make up for any shrinkage attributable to evaporation. It may be that the loss from evaporation is more than made up by the grain from absorption.

This item in the B/L referring to natural shrinkage should be stricken out of the B/L and all claims from loss and shrinkage should be handled on their own merits between the freight agents of the carriers and the shippers.

Most of the claims settled were based on 1,900 pounds, which he thought was a small loss.

The carrier should be responsible for the loss of all property while in transit. If lost thru act of God and there was contributory negligence on the part of the railroads, the carrier should be held responsible for any such loss.

E. P. SMITH, of Omaha, representing the Omaha Grain Exchange, noted his objections to any proposition that might be advanced which would destroy the negotiability of the B/L. He also advocated the inclusion in the proposed B/L a clause which would call for payment of the market value of goods lost or destroyed en route.

SHIPPER'S LOAD AND COUNT.—At the second day's session of the hearing the Louisiana State Rice Milling Co. obtained leave to introduce testimony concerning the practices of railroads regarding the loading and checking of shipments of rice. The company alleged that cars are loaded by it at its expense and that it has repeatedly requested and called upon the railroads to count and check the contents of the cars loaded, before the issuance of B/L, but that the railroads have uniformly refused to make such a check and have on the other hand insisted upon issuing Bs/L with the restriction endorsed upon them that they were issued upon "shippers' load and count."

Because of this condition company is frequently confronted with claims by its consignees for shortages in shipments which the carriers decline to pay, entirely and only because the Bs/L were issued subject to the endorsement "shipper's load and count." It is compelled by this practice and by the attitude of the railroads to resort to courts in enforcement of these claims for shortages; that inasmuch as these claims are, in each individual instance, for a small sum, the burden of court costs and litigation is disproportionately heavy and almost prohibitive. All of this could be avoided by the checking and counting on the part of the defendant's shipments, for which carriers have ample opportunity.

The complaint of the Louisiana State Rice Milling Co. is typical of the complaints of the grain men and others who were interested in the proceedings before the hearing. At every opportunity, railroad interests opposed the possibility of throwing like responsibility back upon the railroads. It was significant that the changes demanded in the B/L had unan-

imous support from the shippers that responsibility for loss of goods and accurate weighing, for counting and checking is a necessary part of railway transportation and should be borne by the railroads.

MR. HATHAWAY, a rice man of New Orleans, said that in his opinion the fact that the seal on a car appeared not to have been tampered with when the car arrived at the point of destination, ought not to be held as conclusive proof that the contents of the car had not been disturbed. He told of a case where the corner of a car door opposite the seal had been pried open far enough to permit one of the bags in which rice is shipped to be cut and the rice to run into a box placed under the car. This was done without evidence of destroying the seal. He said that he thought it practicable for the railroad to have a representative in the form of a member of the train crew to count the bags, thereby acting as a check on the figures of the shipper.

H. B. DORSEY, acting sec'y of the Texas Grain Dealers Ass'n, objected to any wording in the B/L which would give the claim agent any grounds for disallowing claims. He took exception to the phrase that claims must be presented within four months and said that this time limit should be extended to one year in order to give shippers a chance to prepare the proper papers. The grain, he said, is sometimes handled by six and often as many as twelve shippers, and in order to get the proper papers it is necessary to write to each of the consecutive shippers. He testified that there had been cases where it had taken more than four months to get proper papers from each of the shippers to whom the grain had been sold. He said that in the State of Texas the limit on intrastate shipments was two years.

W. T. Cornelison of Peoria and S. W. Strong of Urbana, Sec'y of the Illinois Grain Dealers Ass'n, were questioned in an attempt to show that the railroads should not be held responsible for difference in weight due to difference in scales at point of shipment and destination. They stated that such differences could exist.

A. E. REYNOLDS was taken very seriously sick in Washington and came home suffering intensely; but at last accounts he is on the high road to recovery. His trouble was obstruction of the bowels, but physicians assert there is no more likelihood of a recurrence than if this attack had never taken place. Mr. Reynolds feels that the work mapped out at Washington was carried on fully as well as had he been able to have conducted it himself. Grain men at the Washington hearing on corn grades, all of whom knew of his serious condition, will be glad to learn of the favorable turn in his condition.

A compromise on a standard uniform B/L was arranged recently at a conference between representatives of the railroads and shippers following the hearing before the Interstate Commerce Commission at Washington. The following changes in the standard bill as used in Southern Classification Territory were tentatively agreed to: To be stricken cut: the provision that the bill is assignable and only negotiable to the extent of requiring the surrender of the B/L when goods are delivered. The provision in the Standard B/L relating to the quarantine clause will be put into both the western and official bill. Section three, which provides that the invoice price should govern in case of loss or damage is somewhat changed. It was held that the invoice price was no test of loss, but that the market price should govern. It was held that the rule would work "both ways." This provision will probably be adopted. Discrepancies as to weights carried in Standard B/L will in all probability be stricken out. The suggestion made by representatives from Baltimore that a guaranteed weight should be adopted was not approved.

THOSE COUNTRIES which admit American wheat and wheat products free of duty and are, therefore, able to ship their wheat and wheat products into this country free of duty under the countervailing clause of the new tariff, are listed by the Department of Commerce in a bulletin prepared for the guidance of custom officers. The Department also listed the countries having duties on American wheat and wheat products.

THE INTERPRETATION OF Seed Analyses.

In order to determine the value for planting purposes of a certain lot of seeds, it is commonly thot necessary to know only the germinating strength of the seeds and the percentage of impurities present. On this basis the relative value of the seed is derived by the following formula:

$$\frac{\text{purity\% X germination\%}}{100}$$

Thus, if a seed sample tested 89% pure and 93% germinated, the percentage of good in the lot is theoretically, 82.77%.

However, for practical purposes, it is necessary to know the nature of the impurities present, and also to take into consideration the time element in making the germination test. Thus, a seed that tests 95% in a 6-day test, is, all other things being equal, a better seed than one that gives the same percentage in a 16-day test. This factor is very often overlooked in seed testing, but it is of first importance to the farmer.

The analyses of the impurities in seeds can best be done in a properly equipped seed laboratory, and in this work a seed station can do valuable work. In using the formula printed above, the character of the impurities does not enter into computation and must be judged separately. To the farmer certain impurities may make a seed absolutely unfit for use, no matter how high it tests otherwise. For this reason he shud insist on having a detailed and complete analysis of his seeds.

The importance of seed testing cannot be preached too vigorously. Seeds constitute the most variable material the farmer has to purchase, and are, weight for weight, the most costly. The entire success or failure of the farmer's crop may depend entirely on the kind and condition of the seed he sows. He shud, therefore, not only plant the best and most suitable seed to be obtained, but he shud know exactly what he is planting. When agriculture reaches a truly scientific basis, seed analysis will play as important a part in farming as steel analysis now does in rail-making.

Contributions to the legislative fund of the Grain Dealers National Ass'n from members have been received in amounts ranging from $25 to $5, but the total is far short of the $10,000 it is desired to raise, and a third call has been sent out to members.

Barley Has Moved Early.

We are inclined to think that the only part of the country that had good crops (that is, the Northwest—Wisconsin, Northern Iowa, Minnesota and the Dakotas) has never been cleaned out of its surplus grain so closely as this year for this time of the year. The weather was good for moving the crops and cars plentiful because they were not needed in Illinois and the Southwest, where the crops were poor.

Tight money talk and the new laws which affected the welfare of the country in many directions also made country holders free sellers. It resulted in heavy accumulations of wheat, oats and barley in the centers, all of which we think have been discounted by this time.

We feel especially friendly to barley and believe that prices will be materially higher during the coming winter. We have never yet seen the time when an unusually free movement early in the season was not followed by the reverse at a later period. Then, too, the fact that cash oats values are holding around 40c per bushel of 32 lbs., the equivalent of 60c barley at 48 lbs., remains an ever-present bull feature. Low malting qualities of barley are at present selling at 58 to 60c and that price seems by far too low, being below a relative feed basis as compared to oats. We believe country shippers will be safe in figuring on higher prices in barley and in other grain as well during the winter.—Somers, Jones & Co.

THE PRACTICABILITY of loading grain into ocean steamers by air pressure will be tested by the Pneumatic Grain Conveyor Co., which has installed one of its pneumatic grain conveyors at the B. & O. R. R. Co.'s elevators at Baltimore, Md.

THE BUENOS AIRES Futures Market at its eighth annual meeting on Sept. 13 elected the following directors: H. R. Lawrence, T. J. Penning, Fernando Gambourg, Daniel Imizcoz, and Alfredo Chiodi. A dividend of 15% was also paid on the capital stock.

THE WASHBURN-CROSBY CO. on Oct. 27 purchased 100,000 bus. of Canadian wheat to be milled at its Buffalo plant and exported. Under the present tariff, the company will pay 10c per bu. duty on the wheat, but 99% of this duty will be refunded when the flour is exported. It is estimated that the approximate duty actually paid will be 15c per barrel.

ILLINOIS is the leading state in the manufacture of glucose, with Iowa second, New Jersey third, and Indiana fourth, according to a report prepared by the United States Census Buro. The value of the glucose products has increased 49½% in the last five years; and while fewer firms are engaged in this business now than in 1879, the total production is four times as great.

THE MISSISSIPPI River Levee Ass'n is urging the passage of the Humphreys-Ransdell bill, which appropriates $60,000,000 distributed over five years for the Mississippi River from Cairo to the Gulf, provided the states adjoining the river appropriate $15,000,000. The Ass'n has issued a pamphlet pointing out the necessity for adequate flood protection on the Mississippi.

Feedstuffs

Memphis received during October 39,200 sacks of bran, compared with 36,800 sacks received in October, 1912.—Nat S. Graves, secy. Merchants Exchange.

San Francisco on Nov. 1 had in stock 285 tons of bran, compared with 201 tons in stock on Nov. 1, 1912.—Henry C. Bunker, chief inspector, Chamber of Commerce.

The Xtranim Molasses Feed Co., Boston, Mass., was recently incorporated with $100,000 capital stock. The incorporators are J. A. Kriger, F. Taussig and E. S. Goulston.

The Millers National Federation is taking a mail vote to get the attitude of its members towards the proposed national feedingstuffs law drawn up by the American Feed Manufacturers Ass'n.

Baltimore received 515 tons of feed and shipped 173 tons during October; compared with 1,481 tons received and 258 tons shipped during October, 1912.—James B. Hessong, sec'y., Chamber of Commerce.

Minneapolis received 8,152 tons of feed and shipped 61,581 tons during October; compared with 6,239 tons received and 66,173 tons shipped during October, 1912.—John G. McHugh, sec'y Chamber of Commerce.

Manitoba wheat screenings to the amount of 2,500 tons have been purchased by a Chicago grain man, who is figuring on buying two cargoes additional. The screenings will be handled thru private elevators at Chicago for the feed trade.

Kansas City received 1,920 tons of bran during October, compared with 1,140 tons received during the same month last year; and shipped 2,740 tons of bran, compared with 9,120 tons shipped in October, 1912.—E. D. Bigelow, sec'y, Kansas City Board of Trade.

The Tarkio Champion Feed Co., Kansas City, Mo., has just completed its molasses feed mill, said to be the largest of its kind in the country. The officers of this concern are P. R. Low, pres.; J. A. Christensen, vice-pres., and A. H. Schmidt, sec'y and general manager.

St. Louis received during October 133,540 sacks and 94 cars of bran, compared with 116,200 sacks and 128 cars received during the same month last year; and shipped 418,750 sacks and 314 cars compared with 269,660 sacks and 422 cars shipped during October, 1912.—Eugene Smith, sec'y, Merchants Exchange.

Col. Jared E. Belt, the inventor of a bran-compressing plant and other machines of interest to grain men, died recently at Minneapolis at the age of 73. About 25 years ago Col. Belt invested $20,000 in his bran plant, which was intended to compress bran for export. At that time this feed was selling at from $3 to $4 per ton; but it went up in price and the plant was a failure.

England is a good market for alfalfa and alfalfa meal, provided this feed is prepared in a manner suitable for English use. The meal should be produced in lengths of one-half to three-fourths of an inch. Several English firms are asking for samples and prices, and are of the opinion that considerable business can be done at a price not exceeding $20.66 per long ton, ex-quay, Liverpool.

Oil cake exported in the eight months prior to Sept. 1 included 56,126,479 lbs. of corn oil cake, 632,866,369 lbs. of cottonseed oil cake, and 628,654,052 lbs. of linseed oil cake, compared with 48,293,847 lbs. of corn oil cake, 714,045,462 lbs. of cottonseed oil cake, and 466,644,531 lbs. of linseed oil cake exported in the corresponding period of 1912, according to O. P. Austin, chief of the Buro of Statistics.

Canadian bran, shorts and chaff is of uniformly good quality, according to a recent report of A. McGill, chief analyst for the Dominion government. Out of 396 samples tested by the government, only 23, or less than 6%, failed to come up to the manufacturers' claim as to nutritive value; and eight of these 23 samples were found to meet the legal minimum values for the class of feed to which they belong, altho they did not meet the manufacturers' claim. This is an exceptionally good showing.

The last word from the federal government on the matter of the branding of wheat bran is a statement dictated by Dr. Carl S. Alsberg of the Board of Food and Drug Inspection, after a conference at Minneapolis with a number of millers. Dr. Alsberg's statement is as follows: "Branding the product formerly known as 'wheat bran' as 'wheat bran and screenings' or 'wheat bran and a given percentage of screenings,' provided the percentage is correct; or 'wheat bran with ground screenings not exceeding mill run' is satisfactory to the Board of Food and Drug Inspection. It is understood that in the last form of labeling, the most valuable ingredient of screenings will not be extracted. My understanding is that screenings may be products from which wild oats, mustard and flax seeds have been extracted and shall include the scourings."

On Nov. 17 and 18 the Feed Control Officials Ass'n will hold its annual meeting at Washington, D. C. At the same time the American Feed Manufacturers Ass'n will hold its semi-annual meeting also at Washington. Among the speakers at the Feed Control Officials' convention are Philip H. Smith of Massachusetts, "Observations Relating to British Feedingstuffs;" L. A. Fitz of Kansas, "Screenings and Weed Seeds as Adulterants in Commercial Feeds;" G. A. Chapman, pres., American Feed Manufacturers' Ass'n, "The Feed Industry in the United States;" Dr. G. S. Fraps, of Texas, "The Composition of Cottonseed Meal;" Dr. Carl L. Alsberg, chief of the Buro of Chemistry; and H. J. Patterson of Maryland, "Digestibility of Feedingstuffs." The Feed Manufacturers Ass'n has arranged no definite program; and outside of the com'ite reports will devote most of the time to a conference with the feed control officials.

The South Carolina Department of Agriculture has adopted new standards for cottonseed grades. It has ruled that hereafter prime cottonseed shall be clean, dry, sound, and free from dirt, trash and foreign matter. Seed not coming up to these requirements shall be considered "off seed." The following deductions shall be made for damaged seed: No deduction for seed damaged less than 9%; seed damaged between 10% and 15%, 7½% off the cost prices; seed damaged 16% to 20%, 15% off; seed damaged 21% to 25%, 20% off; seed damaged 26% and not over 30%, 25%; seed damaged over 30% must be sold by sample. The department has also established elaborate rules covering the drawing of samples and the examination of cottonseed in its laboratory. In connection with the stamp tax, the department has received a number of complaints against the gummed stamps and will hereafter supply small tags on which the stamp will be printed. It requests feed manufacturers to have their feed tags printed in black ink on blue tags in order to make them distinctive from the fertilizer tags.

KANSAS CITY FEED CONference.

Feed manufacturers and feed control officials held a conference Nov. 1 at Kansas City, Mo., to discuss the requirements of the various feedingstuffs laws in the Southwestern states.

Prior to the conference the executive com'ite of the Interstate Feed Dealers Ass'n met and approved the proposed national feedingstuffs law drawn up by the American Feed Manufacturers Ass'n in Chicago last spring. H. G. Cherry, pres. of the Interstate Ass'n, told of the progress that had been made in the elimination of the dishonest feed dealer.

At the conference, Dr. J. K. Haywood of the United States Department of Agriculture urged the passage of a national feedingstuffs law. Dr. Haywood stated that all the Food and Drugs Act required of the manufacturer was an honest label on all feeds in interstate commerce.

George S. Fraps, Texas Feed Chemist, stated that the percentage of fiber in cottonseed meal should be limited to a maximum of 8%. He stated that 94% of the protein in the fiber is indigestible, and that the hulls are an adulterant.

H. G. Cherry gave those attending the conference a dinner at the Hoof and Horn Club. After dinner the labeling of wheat bran was lively discussed. The general opinion seemed to be that manufacturers should label their bran either "bran with screenings not to exceed mill run" or "Bran and screenings" with the percentage of screenings also shown. The meeting adjourned at 6 p. m. in order to enable the state officials to catch their trains.

WE CONSIDER the Grain Dealers Journal the best.—Baltimore Com's'n Co., Baltimore, Md.

BEANS produced 75.7% of an average crop this year, compared with 81.7% last year and 77.4% in 1911, according to the U. S. Dept. of Agriculture.

GABE.—He boasts that he does a big business on a small scale.

STEVE.—Yes, he's a grain dealer and uses a small hopper scale.

I enjoy reading the Grain Dealers Journal and do not see how any grain dealer can get along without it.—J. M. Ringo, Donna Milling & Feed Co., Donna, Tex.

ALFALFA SEED produced 89.4% of an average crop this year, compared with 84.2% last year, according to the Crop Reporting Board of the U. S. Dept. of Agriculture. Clover seed was 80.5% of an average crop compared with 74.5% last year and 56.4% in 1911; and millet seed was 62.1% of an average crop this year compared with 80.2% last year, and 64.4% in 1911.

WASHINGTON WAREHOUSE Regulations.

The state public service commission of Washington, as the result of hearings held during the summer, has issued the following regulations to govern public warehousemen:

Rule. 1. Every public warehouse must procure a license on or before June 30 of each year. A penalty of $50 is prescribed for each day a house is operated without a license.

Rule 2. A schedule of storage rates must be posted during the first week of July, which rates shall not be increased during the year. Rates and conditions of service must be the same to all customers.

Rule 3. Any person interested shall have the right to examine at all times during ordinary business hours any hay or grain stored in any public warehouse.

Rule 4. Public warehousemen must receive all grain offered for storage, as far as the capacity of his house will permit, without discrimination.

Rule 5. A warehouseman's receipt, consecutively numbered, must be issued for all grain or hay received. The receipt must conform to the law of 1913.

Rule 6. When requested by owner, the different varieties of hay or grain must be piled in separate piles. Public warehousemen shall not refuse to receive for storage any hay or grain that is wet, mouldy or in any other way damaged.

Rule 7. With the surrender of the warehouse receipts properly indorsed, together with payment of charges, the warehouseman shall, without delay, if requested, place an order with the railroad company for cars sufficient to carry the grain represented by said receipts or receipt, shall be delivered within 48 hours after the facilities for receiving the same have been provided.

Rule 8. Warehouse reports covering receipts and shipments of grain and other data as required by chapter 91, section 24, of the session laws of 1911, shall be made not later than the 15th of July of each year. In case license is desired covering operation of warehouse for current year, license fee of $1 with duly executed bond (form to be supplied by grain inspection department) must accompany this report.

Rule 9. Warehousemen must notify the shipper when grain is to be loaded so that the shipper may have it inspected if he so desires.

Rule 10. Samplers, inspectors, buyers or owners shall have the right to visit any public warehouse on any work day to inspect grain or secure samples.

Rule 11. In case the warehouseman will not bulk the grain for 25 cents per ton, the shipper shall have the privilege of bulking his own grain.

Rule 12. Each owner of one or more public warehouses shall, on or before June 1, 1914, file with the chief grain inspector in Tacoma a legal description of such warehouse or warehouses, together with a sketch of plan showing its location with respect to railway, river or waterway, and to one or more warehouses or buildings, so that it may be easily identified. The chief grain inspector shall give to each warehouse so described a state number.

Rule 13. When grain is piled in separate piles and sold to others than the owners of the warehouse in which it is stored, the entire amount of the grain must be given the purchaser. This is intended to include leakage from bad sacks, and any sweepings.

Exports of Breadstuffs.

Exports of breadstuffs during the nine months prior to Oct. 1 included 22,989,081 bus. of wheat, 7,975,844 bbls. of wheat flour, 50,606,176 bus. of corn, 1,412,808 bus. of oats, 446 bus. of rye, and 3,107,964 bus. of barley; compared with 25,140,008 bus. of wheat, 7,035,444 bbls. of wheat flour, 24,917,881 bus. of corn, 8,003,478 bus. of oats, 135,010 bus. of rye, and 1,636,050 bus. of barley during the nine months ending Oct. 1, 1912.

Wheat exports totaled 11,957,247 bus. in September compared with 13,141,931 bus. in September, 1912. The total value of the breadstuffs exported during the nine months ending Oct. 1 was $92,292,808; compared with $82,233,190 for this period in 1912, as reported by O. P. Austin of the Buro of Statistics.

A WISCONSIN MALT ELEvator.

A good example of reinforced concrete construction is presented in the new elevator of the Wm. Rahr Sons Co. at Manitowoc, Wis., shown in the engraving.

This house forms part of a large malting plant, the other departments of which possess improvements not found in older and some modern malting plants.

The twelve circular bins are in two rows and have a capacity for 250,000 bus. The tanks are 20 ft. inside diameter and 80 ft. high, and receive malt over a 30-inch belt conveyor, there being three of these belts over the bins and two 24-inch belts below.

The working house is 56x26 ft., and 108 ft. high, consisting of a large basement and eight stories. In the corrugated steel track shed is a 100-ton Fairbanks Track Scale. An electric lift delivers passengers to all floors. The machinery is driven by a 100-h.p. electric motor taking current from the main plant.

The equipment of machinery includes a receiving elevator with 7½x8x16 buckets, two shipping elevators with 7x7x14 buckets; 1,000-bu. Fairbanks Hopper Scale, two 1,600-bu. shipping scales of the same make, four automatic Avery Sacking Scales of 3 bus. capacity each; two Monitor Spout Packers, two No. 11 Monitor Malt Separators and two Niagara Dust Collectors. The plant was erected by the Witherspoon-Englar Co.

The New Malt Elevator of the Wm. Rahr Sons Co., Manitowoc, Wis.

Grain Carriers

The hearings in the proposed increase in grain rates in C. F. A. territory will be opened by the Interstate Commerce Commission on Nov. 14.

The hearing on the advance in grain rates from Oklahoma to Memphis, Tenn., set for Nov. 3, was canceled by the Interstate Commerce Commission.

The Chicago & Northwestern and the Chicago, St. Paul, Minneapolis & Omaha Railways recently placed orders for $4,000,000 worth of rolling stock.

The first cargo of Canadian wheat, amounting to 110,000 bus., left Fort William recently for Toledo, O., from which port the grain will move to Newport News, Va., for exportation.

Terminals for the Erie Canal will be constructed at Buffalo at a cost of $1,500,000. The New York state canal board has approved the plans, and work will be started in the near future.

Illinois freight rates on all commodities will be increased 5% if the tariffs filed by all carriers operating in that state with the Railroad and Warehouse Commission on Nov. 6 are permitted to become effective.

The Interstate Commerce Commission has again postponed the effective date of its schedule of interstate express rates to Feb. 1 in order to give the companies time to make the necessary arrangements.

Six cargoes of oats were chartered recently from Lake Superior to Lake Erie ports to load and hold all winter at 2½c; and considerable wheat was charted to load and hold at eastern lake ports at from 3c to 3½c.

The complaint of the Southwestern Missouri Millers Club against the St. L. & S. F. Ry. on account of the rates on grain and grain products from Joplin, Mo., to Memphis, Tenn., will be heard by the Interstate Commerce Commission on Nov. 15.

On Nov. 3 the Canadian Pacific Railway unloaded at its Fort William elevators 935 cars of grain, establishing a new record. The company averaged over 800 cars daily during the month of October; and is striving to reach a record of 1,000 cars before the end of the season.

Advanced rates on grain from Oklahoma stations to Memphis, Tenn., were suspended recently by the Interstate Commerce Commission from Nov. 28 until May 28, pending investigation. The C., R. I. & P. and the St. L. & S. F. Railways are the carriers involved.

Rates on grain products from Virginia, West Virginia and Maryland to North Carolina, South Carolina, Georgia, and Tennessee are attacked as excessive, unreasonable and discriminatory, in a suit filed Oct. 30 against the Southern Ry. and other lines.

Shipping merchandise under a false freight rate classification in order to obtain a lower rate resulted in a $500 fine for Henry A. Dix & Sons, of New York. Federal authorities state that the railroads are losing many thousands of dollars annually thru these violations of the interstate commerce law by New York merchants.

The steamer Templemore was recently towed to Boston by a United States revenue cutter with its cargo still burning. The vessel caught fire Sept. 30 at sea. It carried 40,000 bus. of wheat, as well as a merchandise cargo; and the loss is estimated at $1,750,000.

To fill the vacancy in the Interstate Commerce Commission created by the resignation of Charles A. Prouty, the Texas Grain Dealers Ass'n is recommending to President Wilson the appointment of Allison Mayfield, chairman of the Texas Railroad Commission.

The New York state canals, unless blocked by ice, will be kept open to navigation until Dec. 1 this year. Users of the canals are anxious to obtain a larger water supply for the waterways; and to this end are advocating the adoption of an amendment to the state constitution.

Express rates in Illinois will be made on the same basis as the interstate rates recently ordered by the Interstate Commerce Commission, according to press reports; and the Illinois Railroad and Warehouse Commission will put these rates in effect at the same time as the interstate rates.

The American Milling Co., Owensboro, Ky., has filed a reparation claim with the Interstate Commerce Commission against the Louisville Henderson & St. Louis Ry. and other roads. The milling company claims that it has been overcharged on fifteen cars of screenings from South Chicago, Ill., to Owensboro.

The 16c rate on grain and flour from Valley-of-Virginia points to southwest Virginia and southern West Virginia is protested as exorbitant by millers and grain men in a suit filed recently before the Interstate Commerce Commission against the Norfolk & Western Ry. The railroad recently established this 16c rate, the old rate being 14c.

Express rates in Wisconsin will be reduced to those recently ordered by the Interstate Commerce Commission for interstate business, to become effective at the same time the Interstate rates go into force, as the result of an agreement between the Wisconsin Railroad Commission and the various express companies operating within the state.

The port of Fort William will be kept open all winter, according to the harbor authorities. A large number of grain carriers will lay in the harbor carrying stored grain, and it will be necessary to keep the harbor free of ice in order to enable them to move about. Fort William has the finest fleet of icebreakers and icebreaking tugs in the world.

The Ashland Farmers Elevator Co., Ashland, Ill., recently filed a reparation claim with the Interstate Commerce Commission against the Chicago & Alton and M. K. & T. Railways, alleging that it had been charged 15c per 100 lbs. on a carload of corn from Prentice to Fayette, Mo., and contending that 12½c would have been a reasonable rate.

The Chicago Great Western, C., St. P., M. & O., Illinois Central and Minneapolis & St. Louis have established a rate of 23c on export grain from Minneapolis to New Orleans and Westwego, La. The old rate was 27c. This reduction, together with a hoped-for reduction in the ocean rates, should result in a heavy movement of grain thru these Gulf ports, and grain men there are striving to better last year's good record.

The Omaha Grain Exchange on Nov. 6 filed a complaint with the Interstate Commerce Commission against the Chicago, Burlington & Quincy and Northern Pacific Railroads, charging that the rates on grain from Montana points to Omaha, South Omaha and Council Bluffs are excessive and discriminatory, and asking that thru joint rates be established not exceeding rates to certain other points named. W. P. Trickett, in charge of the Traffic Division of the Civic and Commerce Ass'n, states that grain rates from Montana stations to Minneapolis are 5c cheaper than to Omaha.

A movement has been started by Newman Erb, president of the Minneapolis & St. Louis Railroad, to simplify railroad tariffs. Mr. Erb has written to E. E. Clark, chairman of the Interstate Commerce Commission, requesting the co-operation of that body, and also to the presidents of 36 of the principal railroads, requesting that a conference be held on the subject. Mr. Erb believes that greater economy can be obtained in the issuing and distributing of tariffs and that the tariffs can be so simplified that a shipper of ordinary intelligence can understand them. The Commission has offered to co-operate heartily in bringing about this reform.

The Canadian Northern Ry. will operate thru passenger trains from Montreal to the Pacific Coast by way of Edmonton, Alta., not later than Aug. 1, 1914, according to a recent statement by Sir Donald Mann, vice-pres. He also said that the Toronto-Edmonton line will be in service by next June and the Edmonton-Calgary line will be completed in five weeks. The Canadian Northern is handling 400,000 bus. of grain daily on its single-track line between Edmonton and Winnipeg; and has so far experienced no car shortages, despite the fact that the crop this year is the largest in the history of western Canada.

Buffalo elevators were badly congested during a considerable part of last month, and the operators had a difficult time unloading the vessels arriving. The demurrage on a boat runs from $300 to $600 per day, depending upon the size of the vessel; and the elevator managers strained every nerve to avoid delay in unloading. One operator refused a cargo from Fort William because of inability to handle the grain; and it is said that much grain sought other ports because of Buffalo's lack of adequate facilities. By Nov. 1, however, the port was practically cleaned up. A total of 32,000,000 bus., or over 1,000,000 bus. daily, was elevated at Buffalo during October.

The Illinois Central Railroad will apply an elevation allowance of ¼c per bu. at Chicago on grain shipped to points in Mississippi Valley Territory, effective Dec. 1. This territory covers practically all points in the state of Tennessee, Mississippi and Louisiana. The railroad company gave this concession largely thru the efforts of the Chicago Board of Trade, which complained that St. Louis, Peoria, Des Moines, and cities located on the Missouri and Ohio Rivers were granted this allowance and that without it Chicago was subjected to a severe handicap. The other railroads to this territory, it is expected, will also establish this allowance; and the removal of the discrimination is expected to result in a big increase in grain shipments from Chicago to Memphis, New Orleans, Mobile, and other points in the Mississippi Valley territory.

Plans for the establishment of a great grain port on the New Jersey side of New York Bay were submitted on Oct. 7 by the New Jersey Harbor Commission to Governor Fielder, who in turn has submitted the report to President Wilson. The report provides for the establishment of huge docks between Greenville and Constable Point, on which are to be located grain elevators, coaling plants, and railroad terminals. The New Jersey Harbor Commission calls attention to the fact that New York has not been active in caring for its present or future commerce, and that the contemplated improvements will greatly relieve the crowded conditions now existing and will prove beneficial to New York as well as New Jersey.

Claiming discrimination against New Orleans and in favor of Meridian, Miss., in rates on grain, grain products and feeds to points in Mississippi, C. W. Hayward, traffic commissioner of the New Orleans Board of Trade, has filed suit against the New Orleans & Northeastern Railway before the Interstate Commerce Commission. This suit involves the same question that was brot up in the Shreveport case, which is now before the United States Supreme Court. The N. O. & N. E. has been forced to establish low intrastate rates in Mississippi, with the result that there is a big difference between its intrastate and interstate rates for similar distances. As a consequence Meridian, Miss., has rates to Mississippi stations that are as much as 50% less than the rates from New Orleans, La.

The Wisconsin Railroad Commission will hereafter examine freight and express bills for Wisconsin shippers to verify the rates charged, and in cases of overcharging, it will order refunds, in compliance with the provisions of the Nye law, passed during the last session of the assembly. This law will be of great benefit to the small shipper who now seldom knows whether or not he is paying the correct rates on his shipments.

The advance in the grain rate from Buffalo to Pittsburgh from 7½c to 8½c has been suspended by the Interstate Commerce Commission, pending investigation, upon the complaint of the Buffalo Corn Exchange. George E. Pierce, chairman of the transportation com'ite of the Exchange, made the complaint. The railroads did not increase the rates from competing points, and Buffalo is particularly objecting to the discrimination shown.

The Farmers Elevator Co., Nashua, Minn., in filing suit against the Soo Line Oct. 31 in the Minneapolis municipal court for the collection of $225 for overcharges on 26 cars of grain, has raised an important question in connection with the collection of the excess rates charged by the carriers during the time the Minnesota Rate Law was in the courts. In 1909 the Minnesota legislature passed a law, after the courts had issued a restraining order against the maximum rate law, that provided that all suits for reparation should be made thru the attorney general. This law the attorneys for the Farmers Elevator Co. insist is unconstitutional. The second question brot up by this suit is the legality of the carriers' position that no refunds can be collected on grain which is shipped out again on a proportional rate. The Farmers Elevator Co. is bringing suit in the municipal court in order to obtain a quick decision.

Albert M. Houck, a merchant of Summit, S. D., filed suit Oct. 26 against the C. M. & St. P. Ry. before the Interstate Commerce Commission to collect excess payments on 104 cars of freight shipped from Summit to Duluth and South St. Paul and from Minneapolis to Summit. Mr. Houck takes as the basis of his suit the declaration of the United States Supreme Court in the Minnesota Rate Case, that where "conditions are similar, rates must be the same." He points out the discrimination that now exists between Summit, S. D., and Minneapolis, and Minnesota stations and Minneapolis. The rate from Summit to Minneapolis is 15c. The rate from Artonville, Minn., 35 miles east of Summit, to Minneapolis, was 12c, a difference of 3c. When the Minnesota Rate Case was decided, the rate from Ortonville to Minneapolis was lowered to 9c, but the rate from Summit, S. D., remained the same. This made a difference of 6c against Summit, altho it is but 35 miles farther from Minneapolis. Mr. Houck insists that present conditions cause unfair discriminations. Should his suit be successful, shippers outside of Minnesota will be entitled to enormous refunds. For example, coal or grain moving between Minneapolis and Duluth over the Northern Pacific is entirely intrastate, and that line is refunding to shippers; but traffic routed via the Soo, Great Northern, or C. St. P. M. & O. passes thru Superior, Wis. It is technically, interstate, and the carriers are not, and cannot be forced, to refund for the excess charges. However, if Mr. Houck succeeds in his suit, the railroads will have to make refunds in this and similar cases.

A HYBRID WHEAT of high yield has been produced by a farmer at Mulino, Ore., by crossing Egyptian wheat with domestic species of wheat.

L. M. ESTABROOK was recently appointed chief of the United States Buro of Statistics. This is the department that issues the monthly government crop reports.

I HAVE TAKEN the Grain Dealers Journal for a number of years and could not keep house without it.—N. L. Layer, Wyatt, Ind.

THOMAS SUDDUTH'S ELEVATOR at Vanwood, Ill.

Thomas Sudduth, Springfield, Ill., has just put into operation his new 16,000-bu. elevator at Vanwood, Ill., on the Chicago & Alton Railroad.

The elevator is of studded construction, and the bins are rodded and self-cleaning. The five dump sinks have a capacity of 4,000 bus.

The equipment includes two stands of elevator legs, a sheller, cleaner, shaker feeder, manlift and spouting, all furnished by the Union Iron Works. Hopper scales are provided for weighing shipments. A gasoline engine is used for power. A cob burner of late design was also built near the elevator. The office is attached. The entire plant is covered with galvanized iron sheeting.

A fotograf of the plant is reproduced herewith.

KAFIR CORN produced 52.8% of an average crop this year, compared with 156.2% in 1912 and 77.8% in 1911, according to the U. S. Dept. of Agriculture.

WHITE ENAMEL is used to coat the inside of a grain bin by Otto J. Lehrack, an elevator engineer, at a Wichita, Kan., flour mill. The bin is both waterproof and fireproof. All of the spouting and grain conveying machinery is of galvanized iron. The bin, which will be used for tempering grain, has a capacity of 6,000 bus.

THE CAR SITUATION improved somewhat during the last half of October, according to the American Railway Ass'n. The car surplus increased from 37,198 cars on Oct. 15 to 38,276 cars on Nov. 1, and the car shortage decreased from 43,246 cars on Oct. 15 to 40,118 cars on Nov. 1. The total surplus on Oct. 24, 1912, was 17,289 cars and the total shortage, 67,270 cars.

50,000-bu. Elevator at Vanwood, Ill., Owned by Thomas Sudduth.

Seeds

We have a surplus of alfalfa seed.—J. Jacobson, Formoso, Kan.

London, O.—Clover seed an average crop; quality only fair—F. J. Wood.

Troy, O., Nov. 3.—Clover seed crop good, averaging 1½ bus.; quality fair.—C. H. Roszell.

Billings, Mont., will hold a seed show Dec. 10 to 12, under the auspices of the Montana Seed Growers Ass'n.

The J. C. Peppard Seed Co., Kansas City, Mo., recently increased its capital stock from $100,000 to $115,000.

The Stanford Seed Co., Binghamton, N. Y., has registered the word "Justice" as a trade-mark for its field and grass seeds.

Lockington, O.—Nov. 3.—Clover seed not up to average, and only a small surplus will be produced. Quality is fine.—C. N. Adlard.

London, O.—Clover seed crop will be only enuf for local needs. Early seed of good quality, but late seed is weather stained.—John B. Van Wagener.

Sidney, O., Nov. 4.—Clover seed acreage large; first threshing made about 2 bus., second threshing made 1 bu. Farmers holding for better prices.—J. E. Wells.

The loans made by the State of Minnesota to farmers between 1887 and 1907 for the purchase of seed grain, totaling $215,000, have all been paid with the exception of $1,206.

Chicago received during October 106,000 bus. of flaxseed, compared with 118,300 bus. received during October, 1912. Shipments amounted to 6,000 bus., compared with 34,000 bus. last year.

Troy, O.—Very good crop of clover seed; averaging 1½ bus:; quality extra good. This has been an exceptional year for clover seed.—P. C. Herron, agt. Miami County Crop Improvement Ass'n.

Clover seed has always been admitted into this country free of duty, and the new tariff will not affect this business. The new seed law will keep out some undesirable seed.—*C. A. King & Co.*

Ottumwa Seed Co., Ottumwa, Iowa, whose seed warehouse burned Oct. 19, has found a new location and is again filling orders. The company does not expect to install a seed cleaning plant until next summer.

H. E. Sponsler, Kenton, O., recently sold 98 bags of Big English red clover seed to the Belle Center Grain Co., Belle Center, O., the lot amounting to 250 bus. This is regarded as a record sale for clover seed in Ohio.

Toledo received during Oct. 9,820 bags of clover seed, 1,820 bags of alsike seed, and 4,180 bags of timothy seed; compared with 15,516 bags of clover seed, 627 bags of alsike seed, and 10,417 bags of timothy seed during October of last year. Shipments included 5,374 bags of clover seed, 272 bags of alsike seed, and 1,525 bags of timothy seed, compared with 2,063 bags of clover seed, 40 bags of alsike seed, and 3,163 bags of timothy seed shipped in October, 1912.

Minneapolis received 1,686,090 bus. of flaxseed and shipped 199,690 during October; compared with 1,657,440 received and 366,010 shipped during October, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The Rahe Seed Co., Cincinnati, O., was reorganized Oct. 28 and the following officers were chosen: Pres. and sec'y, Harvey H. Peters; vice-pres., Albert H. Peters, and treas., William L. Miller. William J. Rahe has retired from the company.

Kansas City during October received 103,400 bus. of kafir corn and 1,000 bus. of flaxseed, compared with 26,400 bus. of kafir corn and 1,000 bus. of flaxseed received in October, 1912. Shipments included 37,000 bus. of kafir corn and 12,000 bus. of flaxseed, compared with 30,000 bus. of kafir corn and no flaxseed shipped in October, 1912.—E. D. Bigelow, sec'y, Kansas City Board of Trade.

Five carloads of alfalfa seed was sold Nov. 1 by the Dakota Improved Seed Co. to the West Central Minnesota Development Ass'n. The Ass'n will distribute the seed among the seven counties in that organization, which will mean that from 6,000 to 10,000 acres will be planted next spring to alfalfa in each of the counties. This is the biggest sale of alfalfa seed on record in the United States.

The Ohio law, known as House Bill No. 216 and approved May 6, 1913, establishes the following as the legal bushels for seeds: clover seed 60 lbs.; timothy seed 45 lbs.; millet seed 50 lbs.; Hungarian grass seed 50 lbs.; flaxseed 56 lbs.; sorghum seed 50 lbs.; hemp seed 44 lbs.; and broom corn 45 lbs. When dealt in by the bushel, all of the above commodities must be bot and sold on the basis above given, unless otherwise agreed to.

Milwaukee received during October 154,050 lbs. of timothy seed, 270,325 lbs. of clover seed and 21,600 bus. of flaxseed, compared with 570,000 lbs. of timothy seed, 409,995 lbs. of clover seed, and 27,600 bus. of flaxseed received during October, 1912. Shipments amounted to 185,620 lbs. of timothy seed, 82,670 lbs. of clover seed, and no flaxseed, compared with 214,240 lbs. of timothy seed, 60,000 lbs. of clover seed and no flaxseed shipped in October, 1912.—H. A. Plumb, secy. Chamber of Commerce.

London, Eng., Oct. 27.—Business now opening in spring sowing seeds. Fine crops of English and Foreign reds, good samples, reasonable prices. English white shows useful crop of various samples, good prices. Alsike: Good crops of English, Canadian and Continental seed, fair samples, fair prices. Province lucerne also timothy, good samples, average prices. In Grasses: French-Italian, Irish-Italian and perennials, fine samples, cheap prices. Cocksfoot: Good samples of Danish and New Zealand seed offering, reasonable prices. Meadow fescue: Useful samples, ordinary prices.—John Picard & Co.

Chicago received during the week ending Nov. 8, 952,000 lbs. of timothy seed, 116,000 lbs. of clover seed, 793,000 lbs. of other grass seeds, and 191,000 bus. of flaxseed; against 1,088,500 lbs. of timothy seed, 201,700 lbs. of clover seed, 420,600 lbs. of other grass seeds, and 45,500 bus. of flaxseed during the corresponding week in 1912. Shipments for the week have been 531,000 lbs. of timothy seed, 34,000 lbs. of clover seed, 298,000 lbs. of other grass seeds, and 6,000 bus. of flaxseed; against 697,800 lbs. of timothy seed, 231,100 lbs. of clover seed, 696,500 lbs. of other grass seeds, and 19,200 bus. of flaxseed during the corresponding week of 1912.

Cincinnati received during October 32 bus. of flaxseed, 2,322 bags of clover seed, 19,505 bags of timothy seed, 17,212 lbs. of broom corn, and 20,393 bags of other seeds; compared with 4,089 bags of clover seed, 22,002 bags of timothy seed and 26,192 bags of other seeds during October, 1912. Shipments included 22 bus. of flaxseed, 2,546 bags of clover seed, 10,001 bags of timothy seed, 34.405 lbs. of broom corn, and 11,450 bags of other seeds; compared with 657 bags of clover seed, 8,530 bags of timothy seed, and 20,487 bags of other seeds during October of last year. No figures available for receipts and shipments of broom corn during October, 1912.—William Culkins, supt., Cincinnati Chamber of Commerce.

Imports of seeds during the eight months prior to Sept. 1 included 2,664,027 bus. of flaxseed and 12,363,300 lbs. of clover seed, compared with 6,708,925 bus. of flaxseed and 28,555,715 lbs. of clover seed imported during the corresponding period of 1912. Exports during the eight months included 3,000,660 lbs. of clover seed, 9,128,370 lbs. of timothy seed, and 173,805 bus. of flaxseed, compared with 828,056 lbs. of clover seed, 1,445,128 lbs. of timothy seed, and 4,276 bus. of flaxseed exported in the corresponding period of 1912. Exports of foreign seeds during the eight months prior to Sept. 1 included 14,550 lbs. of clover seed and 168 bus. of flaxseed, compared with 64,167 lbs. of clover seed and no flaxseed exported during the corresponding period of 1912, as reported by O. P. Austin, chief of the Buro of Statistics.

The action of the clover seed market for the first week in November has been a disapointment to the Bears. The trend of prices has been upward and the best prices for last month were reached, though not maintained. Receipts have dwindled. Shipments at the same time have been cut down proportionately. Farmers show little more willingness to part with their seed now than when prices were a dollar lower and the question is whether they will not overstay the market. Farmers have in many cases provided for their spring requirements and the demand at markets from that source will probably not be large, although more seed than usual will doubtless be sowed on account of the moderate price. Stocks here are accumulating slowly, while most interior centers have more than usual. They secured the cream, the first run of seed, the best quality at low prices. They are not inclined to part with their holdings as long as the market shows a higher tendency.—*Southworth & Co.*

From the Seed Trade.

MARYSVILLE, OHIO, Oct. 31.—The alsike clover crop was disappointing on account of the heads not filling. Clover seed has also been somewhat of a disapointment, owing to the small yield per acre. However, there is still considerable in the county which farmers are holding. This is not very much of a timothy seed county, although it produced a large amount last year. Farmers still have some of this on hand. The stand of clover is not quite as good as last season.—O. M. Scott & Son.

JEROME, IDAHO, Nov. 5.—Pea, bean and clover hauling is now in order, and some very satisfactory yields are being made. Red clover is a good crop, and the acreage was much increased, a natural result, in view of the fact that this is a new irrigated section just coming into crops. Eastern seed houses contract our peas and beans, and there is a local market for all of the clover seeds. Present prices on red clover are disappointing to farmers, and they will not sell readily at present prices where they are financially able to carry it themselves.—Wm. Wagner, Jerome Milling & Elevator Co.

KANSAS farmers have been feeding their cattle with thistles. The next Kansas "holler" will probably be that the cattle are dying off with the prickly heat.

THE CANADIAN Government has entered on a broad and comprehensive plan for aiding the good roads movement and is seeking the co-operation of the cities and provinces.

GOOD ROADS will be aided by the Post Office Department. It has instructed all postmasters to co-operate with state and municipal authorities in the promotion of good roads.

THE BOARD of Food and Drug Inspection of the United States Department of Agriculture, the head of which is Dr. Carl L. Alsberg, has offered to give its advice to manufacturers in the matter of labeling foods and feeds.

The Kentucky legislature will consider a workmen's compensation law during its session next January. A bill to this effect was defeated in the last session; but many believe that another bill, with slight modifications, will pass next year.

"TERRIBLE times, these. The books aren't fit to read and the plays aren't fit to see."

"Tough, eh?"

"Yes, and, as usual, the corn is not fit to ship."

A RECORD LOAD OF ALfalfa Seed.

What is claimed to be a record wagonload of alfalfa seed was received a short time ago by G. L. Huyett, Minneapolis, Kan. The load weighed 5,580 lbs. and was hauled to the seed house by G. L. Swoyer in an ordinary farm wagon drawn by four horses. To back up his claim, Mr. Huyett sent in the fotograf reproduced herewith.

The alfalfa seed crop in the Solomon Valley of Kansas this year was a large one; and the seed sold by Mr. Swoyer was free from foxtail and other noxious weed seeds.

A 5,580-lb. Load of Alfalfa Seed Received by G. L. Huyett, Minneapolis, Kan.

SELLER OF "SEED OATS" Not Liable for Their Failure to Germinate.

John D. Coleman, grain dealer at Pawling, N. Y., who sold oats to farmers for seeding, bot of Simpson, Hendee & Co., thru their traveling agent, Merriam, one car of seed oats in January, 1911:

Merriam transmitted this order to the defendant, who thereupon sent to the plaintiff a "confirmatory" letter, partly printed and partly written, in which the defendant confirmed a sale to the plaintiff of "one car * * * heavy fancy clip't seed oats * * * at 42½" cents (a bushel), to be shipped "Feb'y 15th, or later; terms, usual." The defendant, as plaintiff well knew, did not raise the grain it sold, but simply purchased the same in the West, generally in the Chicago market, and had the car loads shipped directly from Chicago to its customers.

The practice was to send along a B/L with the grain, and afford the customer an opportunity to examine the cargo before delivery and acceptance. The defendant bought on the Chicago market a car load of oats for delivery to the plaintiff on an order for "fancy clip't seed oats." On said order, a car load of oats was shipped to the plaintiff at Pawling, where he received the same and stored the oats in his bins. He paid for the oats according to a bill rendered for "fcy. clip't seed oats." He sold to his various customers, farmers, for planting purposes, some 1,300 bus. of the cargo. It happened that the oats so sold to the farmers did not germinate when planted under ordinary conditions, and he was obliged to make good to his customers the money they had paid for the oats, and, as he claimed, he incurred obligations to said customers for their expenses in plowing and reseeding their lands.

He brot this action to recover his losses, on the ground that the defendant had warranted that the oats in question were suitable for planting purposes and could and would germinate under ordinary conditions of soil and culture. On the trial, the lower court held that there was no express warranty, and the case was submitted to the jury on the theory of an implied warranty that the oats were suitable for planting purposes. The defendant gave proofs that in the trade there were well known and simple processes for testing the germinating powers of the oats; but the plaintiff testified that he was ignorant of these processes, and had been informed by Merriam, after the oats had been received by him, that they had already been tested, and that therefore he made no tests himself before selling the oats to his customers.

The defendant had never seen the oats in question, nor had them in its actual possession, except as they were in transitu. They had been selected and shipped at Chicago as "fancy clip't seed oats," according to the usual methods of the general grain business. The proofs were that the words "seed oats" were descriptive of large or heavy berries which had been cleaned of chaff and foreign seeds, to fit them for planting.

The plaintiff produced evidence to show that these oats had been "purified"—that is, treated by fumes of sulphur to such an extent as to impair or destroy their power of germination; but whatever such treatment had been used was not done by or known to the defendant, and must have been done, if at all, before the defendant bought the oats at Chicago for delivery to the plaintiff.

Judge Carr said: The primary question involved in this appeal is whether, under these circumstances, the law will charge the defendant with an implied warranty that these oats were suitable for ordinary planting purposes. The defect in the oats was latent. It was due to causes unknown to the defendant. The oats delivered were selected as "seed oats," and answered generally to the description of such; but their quality for planting purposes was inferior, according to the plaintiff's claim.

The general rule as to an implied warranty in the sale of goods is that, unless the vendor is the producer or manufacturer of the articles, there is no implied warranty against latent defects, even if the vendor knows the purposes for which the goods are bought. Bartlett v. Hoppock, 34 N. Y. 118, 88 Am. Dec. 428; Dounce v. Dow, 64 N. Y. 411; American Forcite Powder Mfg. Co. v. Brady, 4 App. Div. 95, 38 N. Y. Supp. 545; Cafre v. Lockwood, 22 App. Div. 11, 47 N. Y. Supp. 916; Reynolds v. Mayor, Lane & Co., 39 App. Div. 218, 57 N. Y. Supp. 106; Carleton v. Lombard, Ayres & Co., 149 N. Y. 137, 43 N. E. 422. There are several authorities in this state relative to the question of an implied warranty in the sale of seeds; but all of these, so far an implied warranty as to the quality of the seeds was declared, relate to cases where the sale of the seeds was made by the growers thereof, and not by middlemen in the ordinary course of business. White v. Miller, 71 N. Y. 118, 27 Am. Rep. 13; Landreth v. Wyckoff, 67 App. Div. 145, 73 N. Y. Supp. 388; Prentice v. Fargo, 53 App. Div. 608, 65 N. Y. Supp. 1114.

The most recent authority on this point is Depew v. Peck Hardware Co., 131 App. Div. 28, 105 N. Y. Supp. 390. There a farmer bot seed as pure alfalfa seed. After it was planted, it turned out that the seed was mostly trefoil and dodder, both useless weeds, with but a very little small mixture of alfalfa. The seller was held liable for breach of an implied contract because the seed was not alfalfa—even impure alfalfa, altho there was a small proportion of the latter present. The court, however, was careful to point out that: "If the alfalfa seed had been defective, not up to the standard in quality, there would have been no implied warranty."

There the seller was not the producer of the seeds, but a mere middleman. Now, in the case at bar, the defendant was a middleman. It did not raise the oats, nor was it in the business of selling seeds for planting purposes. It had no knowledge, actual or constructive, of any latent defects in the oats in question. It did deliver oats of the general description of "seed oats" and if there was any defect in them it was in their quality of germinating power, and not as to their identity as "fancy clip't seed oats."

The Supreme Court on Oct. 3, 1913, reversed the decision of the Dutchess County Court, and granted Simpson, Hendee & Co. a new trial.—143 *N. Y. Supp.* 587.

REGINA, Sask., made a strong effort at Tulsa, Okla., to obtain the next year's convention of the International Dry Farming Congress.

RECIPES for cooking corn meal, kafir meal, and cowpeas are given in Farmers' Bulletin No. 559 of the United States Department of Agriculture.

Grain Trade News

ARIZONA

Tempe, Ariz.—The grain warehouse of Peters & Co. was threatened with destruction by fire, Oct. 20, that destroyed the hay warehouse of Alfred J. Peters & Co., containing 1,500 tons of grain and hay.

CALIFORNIA.

Sacramento, Cal.—The Phoenix Mlg. Co. will build a re-inforced concrete elvtr., 80 ft. high.

Receipts of grain at San Francisco during October included 33,618 tons of wheat, 20,756 tons of barley, 3,292 tons of oats, 259 tons of corn and 280,770 sacks of beans; compared with 29,836 tons of wheat, 21,792 tons of barley, 6,985 tons of oats; 378 tons of corn, and 172,370 sacks of beans received in October, 1912.—Henry C. Bunker, chief inspector Chamber of Commerce.

CANADA.

Irvine, Alta.—The elvtr. of the Ogilvie Flour Mills Co., Ltd., burned Oct. 31.

Kenville, Man.—The Grain Growers Grain Co. is building a 35,000-bu. elvtr. at this point.

Calgary, Alta.—The Central Grain Co. has increased its capital stock from $199,000 to $400,000.

Saskatoon, Sask.—Work on the excavations for the new government elvtr. has been commenced.

New Westminster, B. C.—The Vancouver Mlg. & Grain Co. will build an elvtr. at this station.

Pitt River, B. C.—The plans for the interior government terminal elvtr. at this point are now being prepared.

Granum, Alta.—The new elvtr. of the Alberta Farmers Elvtr. Co. has been completed and is in operation.

Calgary, Alta.—The Alberta Legislature has voted $1,000,000 for the erection of elvtrs. thruout the province.

Medicine Hat, Alta.—The Northland Mlg. Co. is building an elvtr. and cleaning plant at this point, to cost $18,000.

Saskatoon, Sask.—The Ciceter Estate Elvtr. Co., Ltd., and the Canadian Northwest Grain Co. have been incorporated.

Clareshome, Alta.—The 45,000-bu. elvtr. of the Alberta Farmers Elvtr. Co. is nearing completion. It is 39x40 ft. and 50 ft. high.

Caledonia, Ont.—A large quantity of grain was burned in a fire, Oct. 11, that badly damaged the plant of the Shirra Mlg. Co.

Ft. William, Ont.—The Ogilvie Flour Mills Co. will improve its elvtr. and will increase its shipping capacity to 20,000 bus. per hour.

Kindersley, Sask. — The Commercial Wheat Growers have purchased the elvtr. of R. B. McLean and will operate it as an independent house.

Fort William, Ont.—Many applications are being received for offices in the new Grain Exchange Bldg., which will be completed at an early date.

Moose Jaw, Sask.—Work is being rushed on the new government interior terminal elvtr. here. A spur track has been laid and the elvtr. will go up as rapidly as possible.

Edmonton, Alta.—The vote of $300,000 to provide for payment in connection with the erection of farmers' elvtr., under the Alberta Farmers Co-operative Elvtr. act, passed last session, was agreed upon Oct. 22 by the legislature without any opposition.

Vulcan, Alta.—The 35,000-bu. elvtr. of the Alberta Farmers Elvtr. Co. has been completed and is in operation under the management of E. J. Charters.

Edmonton, Alta.—The Farmers Co-operative Elvtr. Co. recently let contract for the machinery equipment for its 24 elvtrs. in South Alberta, the total cost amounting to $60,000.

Port Nelson, Ont.—Grain elvtr. architects have been invited by the dept. of trade and commerce to submit plans for a 1,000,000-bu. elvtr. to be erected at this point. It will be the first elvtr. on Hudson Bay.

Moose Jaw, Sask.—The Moose Jaw Grain Exchange was organized Oct. 21, at a meeting held by the business interests of the city, including the grain men at this point and the following officers were elected: J. T. Snodgrass, formerly of the Snodgrass Grain Co. of Kansas City, Mo., pres.; J. A. Maclean, first vice-pres., and T. E. Topper, second vice-pres. The directors are C. E. Austin, J. J. Kavarik, C. E. Hyley, E. N. Hopkins, Jacob Erratt and Henry Kern. At a meeting held Oct. 23, the directors appointed E. N. Hopkins treas. and H. J. Snodgrass sec'y pro tem. Suitable quarters will be found and a charter secured as soon as possible. Pres. Snodgrass writes: We started with a membership of 60 and will have 100 very soon, including the best citizens of this city and all the grain men. The fee is $250. I think Moose Jaw the coming grain center of Canada. We are at the very door of the producers and as well located as Winnipeg for exporting, having the same rates to Ft. William and Port Arthur and a direct outlet to Minneapolis and Duluth and all points south. With the new government terminal elvtr. located here and plans for 20,000,000 bus. more storage, I think we are in a better position than Winnipeg. This province alone has a grain crop of 270,000,000 bus. this year, the finest grain I have ever seen, wheat testing 64 to 67 lbs. Our firm will operate as the Snodgrass Grain Co., Ltd.

WINNIPEG LETTER.

John H. Stenberg, formerly of Calgary, is now with W. S. McLaughlin & Co.

The Eastern Terminal Elvtr. Co., Ltd., incorporated; capital stock, $250,000; incorporators, J. A. Richardson, A. C. Ruttan, Henry Gauer, F. G. Davis and D. J. McGillivray.

The plant of the Canada Malting Co., consisting of malt house and elvtr., containing 50,000 bus. of malt and grain, burned Oct. 28; loss $100,000. Plans for the rebuilding of the plant are being considered.

We are indebted to Sec'y Chas. N. Bell for a copy of the 5th annual report of the Grain Exchange. A complete list of officers, members and com'ites is given and a list of the firms and companies registered under the exchange rules is also included. The president's annual address and the report of the council are given in full.

IDAHO.

Ashton, Ida.—Farmers Elvtr. Co. incorporated.

Quigley sta., American Falls p. o., Ida.—I am mgr. of the Quigley Grain & Produce Co. which is a farmer's company. Have shipped about 35 cars this year. Nearly all wheat is turkey red.—J. E. Martens.

Jerome, Ida.—We have installed a Clipper Cleaner for grain and seeds and also a Bowsher Grinder, both of which are operated by electricity generated at the Great Shoshone Falls.—Wm. Wagner, Mgr. Jerome Mlg. & Elvtr. Co.

ILLINOIS.

Frankfort, Ill.—Bruggeman & Fink have installed a feed grinder in their elvtr.

Crescent City, Ill.—Risser & Dale are building a new 10,000-bu. corn crib addition to the elvtr.

Alexandria, Ill.—Farmers are interested in the organization of an elvtr. company in this vicinity.

Pana, Ill.—Grain men of this locality will hold a local meeting in this city on the evening of Nov. 15.

Peoria, Ill.—The first car of new corn to reach this market arrived Oct. 21, testing 27.2% and selling at 55c.

Sidney, Ill.—The elvtr. which has been operated under lease by the Sidney Grain Co. has been sold by Frank Scott, owner.

Parnell, Ill.—De Witt T. Armstrong bot his father's interest in the elvtr. of E. P. Armstrong & Son, taking possession Nov. 1.

East Lynn, Ill.—I have bot the elvtr. of W. N. Ferguson at this station.—A. E. White, formerly agt. for the Zorn Grain Co., Ogden.

Manteno, Ill.—The Farmers Elvtr. Co. has been organized here with Wm. Kimmelshue as pres. and Patrick Grant as sec'y-treas.

Ogden, Ill.—Fred Peyton, former mgr. at Rumpler sta., has succeeded Earl Saddler as mgr. for the Zorn Grain Co., Mr. Saddler resigning Nov. 1.

Springfield, Ill.—Former Gov. Richard Yates has been appointed to succeed B. A. Eckhart as a member of the state railroad and warehouse commission.

Old Ritchey, no p. o., Ill.—Farmers from Wesley Station, Peoria p. o., are building an elvtr. at this point. The house will be built upon a concrete foundation.

Bondville, Ill.—M. A. Kirk & Co. incorporated to deal in grain, lumber, coal, etc.; capital stock, $16,000; incorporators, M. A. Kirk, John Pfiester and Wm. H. Scott.

Pekin, Ill.—Farmers Grain Co. incorporated; capital stock, $10,000; incorporators, John Strickfaden, Wilbert Sommer, S. T. Orr, George Bornehousen and John Alfs.

Mendota, Ill.—The Neola Elvtr. Co. has let contract to the Burrell Engineering & Constr. Co. for a 100,000-bu. square bin storage addition for oats, to be 32x60 ft. and 50 ft. high.

East St. Louis, Ill.—The ruins of the Advance Elvtr. which burned Oct. 19 have burst into flames a number of times and for over 8 days were a smoldering menace to adjacent property.

Lotus, Ill.—We have bot the elvtr. of the Howard Grain, Merc. & Elvtr. Co. at this station and are now in possession. The old company has gone out of business.—Lotus Grain & Coal Co.

Harvel, Ill.—Edward Zimmerman was elected pres. of the Farmers Grain Co., A. E. Witt sec'y and J. F. Thunhorst treas. at the annual meeting of the company, Oct. 18. Fred Reineke was selected as mgr.

Alton, Ill.—The Standard-Tilton Mlg. Co. has installed 150 ft. of 8-in. pipe, running from its elvtr. across the street to the mill and will use it for conveying grain from the elvtr. to the mill. It has a capacity of 12,000 bus. per hour.

Osman, Ill.—We have sold our elvtr. at this point to Jay Buchan and the house at Lotus to the Lotus Grain & Coal Co., giving possession Nov. 1, at which time our firm was dissolved.—S. E. Allen, mgr. Howard Grain, Merc. & Elvtr. Co.

Hillsboro, Ill.—O. R. Reeves has leased the elvtr. of B. E. Toberman & Co., taking possession Nov. 1. Joe Elmore, who has been mgr. at the elvtr., will remain in that capacity. Toberman & Co. will continue the implement business and operate the machine shop as in the past.

Rumpler sta., Ogden p. o., Ill.—C. E. Fletcher of Royal has brot suit against the C. C. C. & St. L. R. R. Co. for $1,000 damages sustained when corn loaded for shipment over the company's lines was destroyed by fire when the elvtr. of the Zorn Grain Co. burned Oct. 15, 1912.

Springfield, Ill.—Of the appointees to office named on the night before the civil service law went into effect, 4 only will be retained in office under the decision given recently by the state civil service commission. Three are retained in the state food dept., and one, Frank Goebel, clerk in the grain inspection dept.

Farmer City, Ill.—T. F. Grady and myself took over the elvtr. on the Big 4 formerly owned by C. D. Parret and myself, and leased to the Farmers City Grain Co. We will operate as Weedman & Grady. Mr. Grady buys grain at Watkins, Farmer City p. o., and will remain there and I will have charge of the business at this point.—Amos Weedman.

Watseka, Ill.—Chas. Troup, prop. of the Watseka Flour Mill, has petitioned the court for an injunction to prevent the Farmers Elvtr. Co. from encroaching on his rights, in using the driveway to his mill. He avers that the approach to the new elvtr. encroaches upon his driveway which he claims is an easement enjoyed in connection with the mill for the best part of 30 years and by rights appurtenant to the property.

Minonk, Ill.—The report of a fire or threatened fire in our new elvtr. at Woodford is all wrong, as we have had no trouble of that kind there. We did have a bin of oats in our elvtr. here, which gave us quite a scare and caused us quite a loss, threatening serious damage to our elvtr and contents. The cause of the fire was hot oats in one bin. The matter has been corrected and everything is all right now.—J. A. Simpson & Son, Woodford.

Urbana, Ill.—The marriage of Philip M. Faucett and Miss Beulah Bach was solemnized at the home of the bride's parents Wednesday afternoon, Nov. 5, at 4, the Rev. J. C. Baker officiating. The groom is a member of the well known firm of I. H. French & Co., grain brokers of Champaign. The bride, one of Urbana's fairest young ladies, is the only daughter of Mr. and Mrs. Jacob Bach, one of the prominent families of the city. There were about 50 guests. Those of the grain fraternity, who were present, were, O. H. Rink, Edinburg, Ill.; J. P. Sledge, Champaign, and Mr. and Mrs. S. W. Strong, Urbana.

CHICAGO NOTES.

B. S. Wilson has resigned as a director of the Board of Trade. No successor will be appointed, as the annual election will be held in January.

J. J. O'Leary, well known operator on the Board of Trade, was quietly married Oct. 29, to Miss Eveline Hogarth. The honeymoon will be spent in Europe.

The co-partnership of E. W. Wagner and Paul Tietgens has expired by limitation. Mr. Tietgens' brother Ernest was recently admitted to partnership in the firm of E. W. Wagner & Co.

The proposed amendment of the rules of the Board of Trade providing for the delivery of grain in cars on future contracts during the last 5 days of the month, was defeated Oct. 29 by a vote of 373 to 72.

The Midland Linseed Products Co. recently bot 88,220 sq. ft. of property extending along the north branch of the river and having trackage from the M. & St. P. R. R. The price paid was $97,500.

A petition changing the trading in privileges from 1:30 to 2:15 p. m. from the old hours of 1:45 to 2:30 was recently approved by the directors of the Board of Trade and the new hours became effective Nov. 5.

An extensive laboratory for the testing of all grades of grain except milling wheat will be installed by the Armour Grain Co. in its new quarters in the Contiental & Commercial Bank Bldg., which it hopes to occupy early next year.

Sixty members of the Chicago Feed Dealers Ass'n held a meeting and banquet, Oct. 14, at which the appointment of a com'ite of 10 and an appropriation of $500, was authorized, to investigate and determine if possible who is setting fire to the plants of the members. More than a dozen fires of this kind have occurred in the city in the last 7 months.

Joseph F. Lamy has been admitted to partnership in the firm of W. A. Gardner & Co.

La Hart Mill & Elvtr. Co. incorporated; capital stock, $5,000; incorporators, Edward M. McGee, Edward G. McArthur and Joseph Wall.

Wert Reid, Frank J. Bittel, Alanson R. Ticknor and Otto Keusch have applied for membership in the Board of Trade. Selden F. White, Orrin G. Smith and Morton L. Comley have been admitted to membership, and the following memberships have been posted for transfer: Jos. S. Ulman, Percy W. Perseis, Frank G. Kammerer, Willis L. Blackman and Chas. E. Richardson.

Logan & Bryan announce the expiration of the co-partnership of Logan-Bryan, T. J. Brosnahan retiring. Howard H. Logan, son of Frank G. Logan, has been admitted to the firm and the business will be carried on in the old name, the firm members being, B. B. Bryan, J. G. Lonsdale, Stuart and Howard H. Logan. F. H. Hallinger, for 20 years mgr. of the Omaha office of the company, has been transferred to Chicago and will be mgr. here.

The personnel of the new firm of Thomson & McKinnon includes R. W. McKinnon, A. W. Thomson, T. J. Brosnahan and S. F. White. The firm opened its office in the Rookery Bldg., Nov. 1, and will do a general brokerage business in grain, cotton and securities. An office will be maintained in Indianapolis to take over the business conducted by Mr. Thomson at that point for the last 20 years. Arthur G. Delany will be floor mgr. on the Board of Trade.

The demand is good for timothy or timothy mixed that is sound. This especially true of hay that has color. Market though on hay that shows stained or shows dead color is quiet. We feel friendly to the market for the next few weeks, as look for light receipts, and shippers who can should get some hay on our market promptly. Supplies of prairie hay are large. Most of this hay, tho, is the medium and low grades, and market for this class very quiet. Good colored Upland prairie hay though is in light supply, and firmly held. —W. R. Mumford & Co.

Receipts of grain at Chicago during October included 2,290,000 bus. of wheat, 5,795,000 of corn, 8,962,000 of oats, 4,844,000 of barley and 414,000 bus. of rye; compared with 5,161,400 bus. of wheat, 7,616,000 of corn, 17,857,100 of oats, 3,717,300 of barley and 660,300 bus. of rye received during October, 1912. Shipments for the month included 2,246,000 bus. of wheat, 5,231,000 of corn, 8,278,000 of oats, 593,000 of barley and 136,000 bus. of rye; compared with 3,606,250 bus. of wheat, 6,853,500 of corn, 14,642,500 of oats, 542,500 of barley and 265,600 bus. of rye shipped during October, 1912.

CHICAGO CALLERS: E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kas.; H. B. Dorsey, Acting Sec'y Texas Grain Dealers Assn., Ft. Worth, Tex.; J. C. Custenborder, Sidney, O.; S. S. Humphreys, Atkinson, Ill.; C. E. Fettis and W. L. Richeson, Chief Grain Inspector, Board of Trade, New Orleans, La.; Chas. D. Jones, Pres. National Grain Dealers' Assn., Nashville, Tenn.; C. H. Betts, Hartley, Ia.; S. W. Strong, Sec'y Illinois Grain Dealers' Assn., Urbana, Ill.

E. W. Wagner & Co. were given the decision, Nov. 5, in the suit brot against them by C. H. Wayne for damages amounting to $1,850, alleged to be due him in regard to a short September and December corn account on the last delivery days. He charged that the money was due him because of the alleged failure of the commission firm to follow his direction in closing out accounts conducted by him thru the firm on Sept. 30 and Dec. 31, 1912. Judge Torrison in giving his decision said: "I find E. W. Wagner & Co. did all that was required of them as prudent brokers, considering their instructions. They abided by the rules of the Board of Trade." The decision is of great import, as the ruling was based on the fact that the contracts had to be filled on the last delivery days on the exact lines laid down by common law and on which all Board of Trade delivery rules are based.

Complying with the request of the Grain Com'ite of the Board of Trade the Illinois Railroad & Warehouse Commission has adopted the following rule to take effect Nov. 26, 1913: "Spring wheat, which if cleaned would be good enough to grade No. 1 Hard, No. 1 or No. 2 Northern, No. 1 or No. 2 Velvet Chaff, No. 1 or No. 2 Durum, and all mixtures of these different varieties of spring wheat that would, if cleaned, grade No. 2 or better, shall be given these grades subject to a dockage per bushel equal to the weight of the dirt, seeds and foreign grain that would have to be removed by cleaning in order to entitle the wheat to the grade given it. The dockage to be ascertained in the customary manner by the use of sieves."

INDIANA.

Kennard, Ind.—Hahn & Studebaker have succeeded Geo. T. Bowen & Son.

Otterbein, Ind.—Fred Starz and Perry Stemble are the purchasers of the elvtr. of the Otterbein Grain Co.

Freeland Park, Ind.—We are the only grain firm owning an elvtr. at this point.—J. W. Geary, mgr. W. J. Ladd & Co.

Milford, Ind.—The addition to the plant of J. D. Baumgardner has been completed and the elvtrs. are being remodeled.

Walkerton, Ind.—The foundations of the new elvtr. of B. I. Holser & Co. have been completed. W. S. Moore has the contract.

Shirley, Ind.—E. W. Howenstine of Pierceton has bot the elvtr. of J. H. LaValler, which has not been in operation for some time.

Kennard, Ind.—We are installing a 1,000-bu. per hour capacity Sonander Automatic Scale and are building a new coal shed, 84 ft. long.—Hahn & Studebaker.

Mohawk, Ind.—We expect to repair our driveway and put concrete piers under our elvtr. We will also concrete the floor of our basement.—Mohawk Elvtr. Co.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co.'s new concrete elvtr. is to be completed by Jan. 1. This firm will then have 100,000 bus. storage capacity.—S.

Arcola, Ind.—The recently incorporated Farmers Equity Exchange has decided to build an up-to-date elvtr. and will not buy the house of Kaough & McFadden as expected.

Indianapolis, Ind.—The Big Four R. R. has placed an embargo on shipments to and from Indianapolis and Cincinnati. This is a great inconvenience to shippers from this market.—S.

Crawfordsville, Ind.—The Crabbs Reynolds Taylor Co. recently applied for an order of court to restain the Monon Ry. Co. from laying a switch in the road in front of its elvtr.

Winchester, Ind.—I am building a 36x75 brick addition to my elvtr. I will then have room to elevate 15 cars of hard coal and load wagons without scooping. I will also increase my grain storage capacity by 20,000 bus.—C. V. Graft.

Martinsville, Ind.—The mill and elvtr. of the Branch Grain & Feed Co. burned at 2:30 a. m., Nov. 7, the fire spreading to other buildings and causing a loss of $25,000, partly covered by insurance. Hard work saved the plant of the Martinsville Mlg. Co., adjacent to the burned area.

La Crosse, Ind.—Work on the elvtr. of the Farmers Elvtr. Co. is progressing nicely and the foundation is nearly completed. We hope to have the house ready in 1913. It will have a capacity of 15,000 bus. and it will be equipped with 2 legs, 2 dumps, 2 elvtr. heads running independently of each other.—A. W. Walls, mgr.

IOWA.

Chelsea, Ia.—S. A. Brush has bot the two elvtrs. of E. S. Yeisley.

Conrad, Ia.—A. W. Randall has let contract for a cement elvtr.

Modale, Ia.—W. M. Sharpnack is remodeling and enlarging his elvtr.

Ackley, Ia.—We have succeeded G. E. Conaway—Conaway & Peters.

Britt, Ia.—F. V. Thompson, of Woodland, Ill., is now located at this point.

Anthon, Ia.—D. M. McKenzie is now agt. for Western Elvtr. Co. at this station.

Nichols, Ia.—Foley Bros. have bot the elvtr. of Brugman Bros., taking possession Nov. 1.

Yale, Ia.—The Farmers Elvtr. Co. has increased its capital stock from $9,000 to $15,000.

Martinsdale, Ia.—It is reported that Wright & McWhinney of Des Moines will erect an elvtr.

Oakville, Ia.—Marshall Strawhacker succeeded Eugene Van Dyke as mgr. of the Farmers Grain Co., Nov. 1.

Earling, Ia.—Wright & McWhinney have painted the roof of their elvtr. and stopped up the leaks with sheet iron.

Prairie City, Ia.—The elvtr. of the Prairie City Grain & Stock Co. is being repaired and improved and new bins added.

Ellsworth, Ia.—The elvtr. of Reynolds & Rude has been completed by the Newell Constr. Co., which had the contract.

New Market, Ia.—P. J. Rogers will build a new brick and tile office as soon as he moves the old office out of the way.

Cedar Rapids, Ia.—John A. Reed bot the property of the Anchor Mill Co. at sheriff's sale, Oct. 18, paying $22,325.

Little Rock, Ia.—We have completed our 10,000-bu. concrete oats storage tank.—R. H. Sietsema, agt. E. A. Brown & Co.

Dumont, Ia.—J. G. Leary, of Riceville, has bot the elvtr. of Gilchrist & Co. J. M. Peterson will succeed S. Young as mgr.

Hartley, Ia.—Kloppenberg & Co. are putting in an Avery Automatic Scale and making some changes in the spouting.—C. H. Betts.

Hanlontown, Ia.—The Independent Grain & Lbr. Co. is building coal houses and repairing its elvtr. and corn cribs.—S. O. Espe, agt.

Stockport, Ia.—The elvtr. under construction at this station is not being erected by farmers as erroneously reported, but by Yost & Morley.

Stockport, Ia.—The concrete foundation for the elvtr. of Yost & Morley has been completed. Work on the superstructure will be rushed.

Hawkeye, Ia.—Our elvtr. escaped the wind, but our 2-story 32x42 ft. warehouse was completely wrecked.—J. L. Zoller, mgr. Farmers Elvtr. Co.

Minburn, Ia.—We have installed a new 12-h.p. Fairbanks Engine and made other improvements.—B. F. Greenfield, agt. Wright & McWhinney.

Ackley, Ia.—The 20,000-bu. elvtr. of D. J. Peters is nearing completion. The building has been inclosed and the sheeting is being put on the sides.

Nevada, Ia.—We have just installed a 1,500-bu. Richardson Automatic Scale and are overhauling the elvtr.—F. G. Booher, mgr. Farmers Grain Co.

Minburn, Ia.—The old elvtr. recently purchased by the Farmers Elvtr. Co. is being torn down and a new house will be erected as soon as possible.

Kamrar, Ia.—An 8 h.p. gasoline engine has been installed in the elvtr. of the Western Elvtr. Co. and a new cement approach is being built. The entire plant will also be painted.

Schaller, Ia.—E. H. Peters, formerly mgr. of the Trans-Mississippi Grain Co., is now mgr. for the Farmers Elvtr. Co. The elvtr. managed by Mr. Peters was in Odebolt and burned Aug. 27.

Bancroft, Ia.—Jos. Murray has let contract to the Burrell Engineering & Constr. Co. for general repairs on his elvtr. A manlift and a 1,200-bu. automatic scale will be installed.

Pomeroy, Ia.—Farmers have decided not to organize an elvtr. company at present and the proposed elvtr. will not be erected. The promoters could not come to a satisfactory agreement with the railroad.

Des Moines, Ia.—The Northwestern Consolidated Mlg. Co has let contract to the Burrell Engineering & Constr. Co. for a large one story brick warehouse.

Webster City, Ia.—While cleaning out a bin in the elvtr. of the Western Elvtr. Co., Wm. Olson lost his footing and fell 15 ft. into the empty bin. He was severely bruised but was not seriously hurt.

Roelyn, R. F. D. Moorland, Ia.—The elvtr. of the Farmers Elvtr. Co. containing $5,000 worth of grain, burned Oct. 27; loss on building, $10,000; insurance on building and grain, $5,000. The elvtr. will be rebuilt at once.

Lorah, Ia.—C. W. McCaustland has sold his elvtr. and residence to J. F. Beigh of Atlantic, who took possesion Nov. 1. Mr. McCaustland has not decided what he will do in the future. He has been at this station for 8 years and has made good.

Pilot Mound, Ia.—When Homer Chase and another boy climbed to the top of a ladder leading to the top of the elvtr. of the Western Elvtr. Co., Oct. 30, in attempt to capture some pigeons, he missed his footing in the darkness and fell 20 ft. to the floor of the elvtr., 4 ribs and his collar bone being broken by the fall. His head was also badly bruised.

Perry, Ia.—The money drawer in the safe of the Neola Elvtr. Co. was pried out of the strong box by thieves, Oct. 18, and carried away. It contained $9.41 in cash, $2 worth of stamps and checks to the amount of $339.27, making the total booty obtained $350.68. As payment of the checks has been stopped, the company will lose very little. Entrance to the office was gained thru a window.

KANSAS.

Sylvia, Kan.—M. Albertson is now mgr. for the Sylvia Grain & Supply Co.

Wichita, Kan.—The Stevens-Scott Grain Co. has moved to the third floor of the Board of Trade Bldg.

Victoria, Kan.—Schumacher & Sons' new elvtr. is now practically completed and they are taking in grain.—M.

Phillipsburg, Kan.—The Vander Velde Grain & Coal Co. is the successor of the McIlvin Grain & Coal Co.

Conway Springs, Kan.—The H. L. Strong Grain Co. has bot the local elvtr. and will retain Bert Strong as mgr.

Norway, Kan.—The Norway Elvtr. Co. has just completed a cement and feed warehouse 22x22 ft. to its elvtr.—M.

Bloom, Kan.—C. D. Jennings has sold his elvtr. at this station to The Kansas Flour Mills Co. of Wichita.—M.

Burlingame, Kan. — The Burlingame Grain & Elvtr. Co. has built a brick chimney in its office to lessen the fire hazard.—M.

Goodland, Kan.—The elvtr. of Wm. Walker, Jr., has been closed for the season.—B. E. Roller, agt. Phillipsburg Mill & Elvtr. Co.

Fowler, Kan.—D. E. Wooddell of Nickerson has succeeded L. G. Krisle as mgr. of the Farmers Elvtr. Co., Mr. Krisle having resigned.

Arkansas City, Kan.—H. F. Probst has just completed an addition to his new elvtr. and installed a Bowsher Feed Mill.—M.

Concordia, Kan.—The Farmers Elvtr. Co. has let contract to the R. M. Van Ness Constr. Co. for a new elvtr. to replace the house burned Oct. 3.

Belleville, Kan.—D. W. Mosher has resigned as mgr. of the Belleville Grain & Coal Co. and W. Hitchcock has succeeded him as mgr.—E. A. Fulcomer.

Formoso, Kan.—I took possession of my elvtr. Nov. 1. It has been operated under lease by the Farmers Union, which has just built a 25,000-bu. house.—J. Jacobson.

Morganville, Kan.—We will either thoroly overhaul our elvtr. or build a new one in the spring. W. G. Stoneback has succeeded D. P. Danielson as mgr.—Farmers Elvtr. Co.

Randolph, Kan.—J. J. Weisendanger is a scoop shoveler at this station.—Johnsmeyer & Holmstrom.

Topeka, Kan.—An overheated bearing in the elvtr. of the Topeka Mlg. Co. recently started a small blaze, which however was quickly extinguished before any damage was done.

Canton, Kan.—A. J. Frick of Eldorado Springs, Mo., has bot the interest of Bert Way in the plant of the Canton Mlg. Co. and became actively connected with the firm, Nov. 1.

Potter, Kan.—A fire started in the power house of the James Robinson elevator when a bag of shucks came in contact with the exhaust pipe, but it was discovered at once and no damage resulted.—M.

Wichita, Kan.—H. Kaufman, pres. of the Stevens-Scott Grain Co. has bot the Board of Trade membership of A. Steckel and has applied for membership in the exchange.—Jas. H. Sherman, sec'y.

Hutchinson, Kan.—Only 2 cars of No. 1 wheat have passed thru the inspection office in this city this season, according to Deputy Grain Inspector Ralph Russell. Both cars came from Edwards County.

Topeka, Kan.—The Crosby Mills of the Crosby Roller Mills Co. have been leased by the Southwestern Mlg. Co. of Kansas City and will be overhauled and put into operation at once, taking the place of the mill recently burned at Kansas City.

Sabetha, Kan.—The report that the elvtrs. of W. D. Kuhn at Basehor and Piper had been sold to Frank Derby is incorrect. The Derby Grain Co. writes: You have been misinformed in regard to the purchase of elvtrs. by us. We do not expect to locate at Basehor or Piper.

Receipts of grain at Wichita during October included 728,040 bus. of wheat, 420,500 of corn, 40,500 of oats, no rye or kafir corn; compared with 1,347,600 bus. of wheat, 58,800 of corn, 24,500 of oats, no rye and 20,000 bus of kafir corn received during October, 1912. Shipments for the month included 322,300 bus. of wheat, 12,000 of corn, 15,700 of oats, no rye or kafir corn; compared with 633,000 bus. of wheat, 42,000 of corn, 21,600 of oats, no rye and 18,000 of kafir corn shipped during October, 1912.—Jas. H. Sherman, sec'y Board of Trade.

KENTUCKY.

Burkley, Ky.—Tennessee interests are considering the erection of an elvtr. at this point.

Louisville, Ky.—John M. Berry of La Grange, well known to the grain trade in this vicinity, died recently at the age of 76.

Lexington, Ky.—Mrs. Sarah Le Compte, mother of Jos. Le Compte, sec'y of the Lexington Roller Mills Co., died recently.

Louisville, Ky.—Evidence in the complaint of the Board of Trade against the L. & N. Ry. Co. was heard before the Interstate Commerce Com's'n Oct. 28. The switching rules of the road were alleged to be arbitrary and unfair.

LOUISIANA.

Lake Charles, La.—The elvtr. of the Lake Charles Grain Co. is nearing completion.

Receipts of grain at New Orleans during September included 257,000 bus. of wheat, 184,000 of corn and 278,000 bus. of oats; compared with 1,431,000 bus. of wheat, 240,000 of corn and 249,000 of oats received during September, 1912. Shipments for the month included 1,138,000 bus. of wheat, 111,000 of corn, and 3,000 bus. of oats; compared with 1,445,000 bus. of wheat, 88,000 of corn and 25,000 bus. of oats shipped during September, 1912.—H. S. Herring, sec'y Board of Trade.

Exports of grain at New Orleans during October included 245,926 bus. of wheat, 100,380 of corn and 1,340 bus. of oats; compared with 2,135,282 bus. of wheat, 104,640 of corn and 63,625 bus. of oats exported in 1912. Exports for the season beginning Sept. 1, include 1,384,234 bus. of wheat, 181,495 of corn and 3,915 of oats; compared

with 3,541,382 of wheat, 201,784 of corn and 102,333 bus. of oats exported during the corresponding period of 1912.—W. L. Richeson, chief grain inspector Board of Trade.

MARYLAND.

BALTIMORE LETTER.

We are not handling grain at present, dealing in hay and straw exclusively.—Baltimore Com's'n Co.

Edward Spedden has been admitted to membership in the Chamber of Commerce and the certificate of W. H. Spedden has been transferred.

The first shipment of new southern corn to reach this market arrived Oct. 15 from Northumberland County, Va., and was consigned to Davis & Davis. The shipment included only 10 bus. and the corn was slightly damp, but was otherwise in good condition. It was sold to W. T. Scarlett & Co. at 75c per bu. The first shipment last year arrived Oct. 22 from Dorchester County, Md., and sold at 75c per bu. It was also white corn and amounted to 100 bus.

Receipts of grain at Baltimore during October included 3,239,523 bus. of wheat, 173,521 of corn, 263,919 of oats, 1,906 of barley and 162,775 bus. of rye; compared with 1,002,450 bus. of wheat, 276,920 of corn, 5,542,016 of oats, 8,942 of barley and 117,151 bus. of rye received during October, 1912. Shipments for the month include 2,519,612 bus. of wheat, 2,300 of corn, 215 of oats, no barley nor rye; compared with 743,877 bus. of wheat, 97,190 of corn, 5,554,702 of oats, no barley nor rye shipped in October, 1912.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Perry, Mich.—H. Starks Co. incorporated to deal in grain; capital stock, $20,000.

Rhodes, Mich.—Broomfield & Colvin of Bentley will build an elvtr. at this point in the spring.—N. E. Lefler, agt. Bentley.

St. Johns, Mich.—John F. Parr has remodeled his elvtr. which he was compelled to move across the tracks last summer on account of the building of the new depot. He has installed motors, new belting, 2 Invincible Cleaners and other machinery and is now operating an up-to-date house.

Receipts of grain at Detroit during October included 91,000 of wheat, 221,800 of corn, 404,000 of oats, 7,000 of barley and 52,000 bus. of rye; compared with 38,000 bus. of wheat, 217,000 of corn, 503,500 of oats, no barley and 7,000 bus. of rye received during October, 1912. Shipments for the month included 86,000 bus. of wheat, 26,200 of corn, 79,000 of oats, no barley and 30,000 bus. of rye; compared with no wheat, 112,700 bus. of corn, 91,700 of oats and no barley nor rye shipped during October, 1912.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Imogene, Minn.—J. W. Tanner is now agt. for us.—Indpt. Grain & Lbr. Co.

Lewisville, Minn.—I am now agt. for the C. S. Christensen Co.—Frank C. Wood.

Nashua, Minn.—Wm. Prelvitz is now agt. for the Atlantic Elvtr. Co.—Farmers Elvtr. Co.

Correll, Minn.—Ferch Bros. are scoop shovelers at this station.—J. C. Clapp, agt. Empire Elvtr. Co.

Odessa, Minn.—The Farmers Elvtr. Co. has installed an automatic scale and manlift.—Guy Eddy, mgr.

Caledonia, Minn.—The Caledonia Grain & Stock Co. has installed a 750-bu. per hour automatic scale.

Lamberton, Minn.—Ed. Werner is now agt. for Albert Spaulding.—Thos. Masterson, mgr. Farmers Elvtr. Co.

Duluth, Minn.—The addition to Elvtr. "D" of the Consolidated Elvtr. Co. will be completed by the last of the month.

Kragness, Minn.—Ernest Nelson is now mgr. for the Alfred Olsen Co., which recently bot the elvtr. of the Imperial Elvtr. Co.

St. Paul, Minn.—Jameson, Hevener & Griggs will build a one-story, iron covered warehouse 119x151 ft., to cost $20,000.

Morris, Minn.—The A. A. Davidson Grain Co. is out of business at this station and M. B. Lord is a new firm operating here.—S. Stewart.

McIntosh, Minn.—New agts. are B. Johnson for the National Elvtr. Co. and myself for the St. Anthony & Dakota Elvtr. Co.—J. A. Munson.

Currie, Minn.—The Anchor Grain Co. will install a weighing out scale in its elvtr.—Fred Stemhausen, agt. Anchor Grain Co., Mountain Lake.

Vining, Minn.—T. H. Froslee has brot suit for $5,000 damages against the State Bank of Vining for alleged false report of his financial standing.

Mountain Lake, Minn.—Jacob Weissen is now agt. for the Hubbard & Palmer Co. We will install a weighing out scale in our elvtr.—Anchor Grain Co.

Walnut Grove, Minn.—M. A. Dahms has succeeded W. R. Frye as mgr. of our company. Mr. Frye is now located at Mankota, N. D.—Farmers Elvtr. Co.

Revere, Minn.—The Revere Elvtr. Co. now operates at this station and I am agt. A. Swanson is now agt. for the Eagle Roller Mills Co.—F. A. Grahlman.

Wegdahl, Minn.—The railroad station formerly known as Myers is now called Wegdahl. The Empire Elvtr. Co. does not operate here at present.—Myers Warehouse & Produce Co.

Houston, Minn.—The recently organized Houston Co-operative Elvtr. Co. has elected the following officers: A. Forsyth, pres.; A. D. Nelson, vice-pres.; J. A. Johnson, treas., and J. Sliter, sec'y.

Morton, Minn.—The Morton Mlg. Co. has leased the mill and elvtr. of the Morton Merchants Mlg. Co. and has rebuilt the mill. H. S. Comer is pres. and gen. mgr. of the company.—M. E. Coffey.

Moorhead, Minn.—We now operate as the Baldwin Flour Mills instead of as the Dwight Flour Mills & Elvtr. "A." We still use Elvtr. "A" as our storage house. The N. J. Olsen Co. is a new firm here, operating an elvtr. and seed house. Dwight Simmons is mgr.—C. I. Gross, mgr.

Sanborn, Minn.—The fire that destroyed the elvtr. of Bingham Bros. at 8:45 p. m., Oct. 21, started from a "hot box" in the basement of the elvtr. The house had just been closed for the night, Mgr. Wells having taken in grain as late as 8 o'clock. The building contained 2,000 bus. of wheat, 1,200 of barley, 1,000 of rye and 1,500 bus. of oats, all covered by insurance. The company has not decided as to rebuilding and Mr. Wells has gone to his home at Redwood Falls for the present.

St. Paul, Minn.—A tentative schedule of rates to be used under the Cashman Long Distance Tariff law, passed by the legislature last March after much argument and discussion, has been made by the state railroad and warehouse commission and hearings will be held by that body Nov. 13, 14, 17 and 18, to discuss it. Class rates, grain, live stock and coal rates will be discussed Nov. 13 in the office of the commission at the state capitol bldg. In the proposed schedule rates on wheat show slight changes and are much the same for the shorter distances. For a 50-mile distance, under the new schedules, wheat will take a 5.7c rate, which is just the same as under the old, but for 150 miles the tariff will be 7.8, compared with 8.7, while on 150-mile basis the rate will be even again, 10.9 compared with 10.9. Fourteen classes have been added to the commodity schedule, hay, straw and flax being included.

MINNEAPOLIS LETTER.

We are closing up our business at this point.—J. H. Riheldaffer, pres. J. H. Riheldaffer Co.

A bin containing 104 tons of screenings in the elvtr. of the G. E. Gee Grain Co. was found to be on fire Oct. 29. The blaze, which was about 7 ft. above the ground in the bin, burned for 48 hours. It was necessary to remove the most of the contents of the bin to reach it. The loss is placed at $1,500 and is fully covered by insurance.

The directors of the Chamber of Commerce have appointed an ass't doorkeeper at the main entrance of the building.

Thos. J. Cassidy has engaged in the grain business at this market on his own account and has opened offices in the Old Chamber Bldg.

Receipts of grain at Minneapolis during October included 13,452,030 bus. of wheat, 278,770 of corn, 3,287,960 of oats, 5,559,220 of barley and 1,009,660 bus. of rye; compared with 18,084,960 bus. of wheat, 229,200 of corn, 2,533,330 of oats, 5,216,890 of barley and 1,016,880 bus. of rye received during October, 1912. Shipments for the month include 2,794,230 bus. of wheat, 262,390 of corn, 3,087,080 of oats, 5,536,800 of barley and 626,510 bus. of rye; compared with 3,288,990 bus. of wheat, 128,500 of corn, 2,087,190 of oats, 4,252,580 of barley and 773,730 bus. of rye shipped in October, 1912.—John G. McHugh, sec'y Chamber of Commerce.

MISSOURI.

Tipton, Mo.—W. H. Yountz will build a 30x50 ft. elvtr.

Laclede, Mo.—The O. A. Talbott Grain Co. has enlarged its office building.

Forest City, Mo.—Bert Everson will succeed John Speer as mgr. for the Forest City Mill & Elvtr. Co.

Bethany, Mo.—The plant of the Bethany Flour Mills & Elvtr. Co. has recently been remodeled and is now operated unler lease by W. T. Lingle.

Mexico, Mo.—Wm. Pollock, pres. of the Pollock Mlg. & Elvtr. Co., was recently introduced to Pres. Wilson as the oldest miller in point of service in this state. Mr. Pollock is 83 years old.

Hamilton, Mo.—The lease on the site of the plant of the Hamilton Roller Mills & Grain Co. has expired and the railroad company have notified H. L. Bainter, prop., that it will need the ground for a switch. The plant will probably be moved at an early date.

KANSAS CITY LETTER.

The Board of Trade membership of T. J. Brosnahan will be transferred to Stuart Logan.

Donald Moffatt is not going to Pecos County, Tex., for his health as erroneously reported in Oct. 10 issue of the Journal, but to manage a ranch he owns there.

J. N. Davidson has been admitted to membership in the Board of Trade on transfer from Henry Stephens, deceased, and Geo. Stevenson on transfer from John T. Snodgrass.

Members of the Board of Trade voted recently to remain in their old quarters when it was found that the proposed quarters in the Lathrop Bldg. would not include the offices and stores on the main floor. It was also found that the trading hall would be smaller than the one the exchange now uses and that the ceiling would be lower, making it darker in the hall. The vote stood 86 against and 61 for the removal.

Our elvtr. storage was not damaged in the least in our recent fire, which was confined entirely to the mill. While the loss is heavy we were covered sufficiently by insurance. We have leased the Crosby Mill at Topeka, Kan., which will take care of our present needs. In the meantime plans are already being drawn for the rebuilding of our plant here. We will increase our grain storage capacity about double.—A. H. Dillon, Southwestern Mlg. Co.

Receipts of grain at Kansas City during October included 2,127,600 of wheat, 2,000,000 of corn, 1,378,700 of oats, 19,600 of barley and 73,700 bus. of rye; compared with 5,698,800 bus. of wheat, 338,750 of corn, 763,300 of oats, 14,000 of barley and 37,400 bus. of rye received during October, 1913. Shipments for the month included 1,764,000 bus. of wheat, 1,371,500 of

corn, 1,081,200 of oats, 5,600 of barley and 44,000 bus. of rye; compared with 4,933,200 bus. of wheat, 169,200 of corn, 567,800 of oats, 6,600 of barley and 16,500 bus. of rye shipped during October, 1912.—E. D. Bigelow, sec'y Board of Trade.

Officials of the Board of Trade held a conference Nov. 1 with Governor Hodges and State Grain Inspector Ross of Kansas, at which time the grain inspection subject, that has been causing so much talk and trouble, was taken up and thoroly discussed. R. J. Thresher, pres. of the Board of Trade, in speaking of the meeting said: "We informed the Kansas officials that our dept. was established in July, 1912, on the suggestion of the Kansas shippers, who were dissatisfied, not only with the service of the state dept., but with the charge of 1c per 1,000 lbs. for inspecting. Under a supreme court ruling state inspection in Kansas was optional. At the urgent request of Kansas shippers, the Board of Trade organized an inspection and sampling dept. and began to inspect grain at a flat rate of 50c a car, as against 80c to $1 charged by the Kansas dept. As a result practically all of the Kansas grain sent to the Kansas City market has been shipped subject to the Board of Trade inspection, which has proved very satisfactory in every way. Our dept. is still in good running order. It is not a money-making institution. Its revenues are barely sufficient for maintenance. We expect to keep it going as long as the service suits the Kansas shippers. Any shipper who desires Kansas state inspection can have it by making a notation to that effect on his B/L."

ST. LOUIS LETTER.

Jas. A. Connor of Connor Bros. Co. has been confined to his home the past two weeks by illness.

Powell & O'Rourke Grain Co., incorporated; $10,000 capital stock; to succeed Powell & O'Rourke.

The Advance Elvtr. has been taken off the list of regular elvtrs. by the Merchants Exchange, since the fire Oct. 20.

The St. Louis Grain Club is trying to establish a "Bailment Buro." This buro shall have control of any and all commodities passing through private elevators, warehouses, or industries, where Merchants Exchange weighing or supervision of weights is or may be established or where such control may be considered desirable.

Receipts of grain at St. Louis during October included 2,007,702 of wheat, 1,188,030 of corn, 2,412,300 of oats, 503,800 of barley and 63,064 bus of rye; compared with 3,585,458 bus. of wheat, 900,330 of corn, 2,604,460 of oats, 548,800 of barley and 39,193 bus. of rye received during October, 1912. Shipments for the month included 1,992,910 bus. of wheat, 442,550 of corn, 1,568,470 of oats, 22,600 of barley and 33,610 bus of rye; compared with 2,264,605 bus. of wheat, 591,810 of corn, 1,919,610 of oats, no barley and 15,840 bus. of rye shipped during October, 1912.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Hingham, Mont.—Work has been started on the elvtr. of the Rocky Mountain Elvtr. Co.

Forest Grove, Mont.—The Western Grain & Elvtr. Co. may build an elvtr. at this point.

Strater sta., Malta p. o., Mont.—The elvtr. of L. H. Ugland has been completed and is now in operation.

Malta, Mont.—Sam Winkemeider is now agt. for the Imperial Elvtr. Co.'s elvtr. which has just been completed.

Reserve sta., Medicine Lake p. o., Mont.—The elvtr. of the Farmers Union has been completed and is receiving grain.

Westmore, Mont.—The elvtr. of the Columbia Elvtr. Co. will be torn down and a larger house built on the site.

Toston, Mont.—The Broadwater County Elvtr. Co. has let contract to the Younglove Constr. Co. for an elvtr., work to be started at once.

Deputy Scale Inspector Russell of Montana is reported to have been a saloon keeper at Clyde Park and rumor has it that he still owns one.

Stanford, Mont.—G. F. Spady, formerly of Belle Fourche, S. D., will build a 20,000-bu. elvtr. and a 100-bbl. flour mill at this point, the plant to cost $10,000. The plant will be operated by electricity.

Missoula, Mont.—The 50,000-bu. elvtr. of the Missoula Merc. Co. has been completed by T. E. Ibberson & Co., contractors. It is equipped with cleaners, separator, clipping machine and chop mill, and is up-to-date in every respect.

Dillon, Mont.—Officers of the recently incorporated Beaver Head Elvtr. Co. are: A. L. Stone, pres.; C. Cornell, vice-pres.; and C. R. Schain, sec'y-treas. and mgr. The new elvtr. of the company will have a capacity of 50,000 bus. and will cost $12,000.

Bridger, Mont.—The warehouse recently leased by us, belongs to the Baldwin Lbr. Co. Our company is composed of the merchants of the town and was organized to provide a ready market for the farmers of the vicinity. J. F. Trumbo is treas., S. W. Rankin sec'y and I am pres. of the company.—C. J. Baldwin, pres. Bridger Grain Co.

Wilsall, Mont.—The Weights and Measures law providing for deputy grain inspectors, one for each several counties, at salary of $125 per month and expenses, provides that the counties shall divide the expenses of the inspectors. Several counties are refusing to do so, the county attorneys stating that the counties cannot be held for such expenses, and a number of the inspectors are not getting their salaries paid. The matter may go to the courts to decide whether or not the counties can be made to pay them as stated in the new law.—C. K. Liquin.

Helena, Mont.—Grain inspection in Montana will be very light until after the next legislature makes a few amendments in the grain inspection law, it having been discovered in the last few months that the provisions of the original law are not broad enough to make the measure really efficient. The most serious flaw was made by the legislature when it appropriated $5,000 for the establishment of a dept. and then provided that the inspection fees should be turned into the general fund. The only way in which money can be taken from the general fund is by legislative appropriation. The appropriation has just been sufficient to establish the dept., and as the fees are not available, there are not funds enough on hand for its maintenance. Accordingly, Nov. 1 the force of 8 inspectors was laid off. The law, the railroads assert, is not broad enough to cover interstate shipments of grain, and they take the position they are in no way amenable to the regulations of the state grain inspection dept., and several conferences between the representatives of the railroads and the state officials have been held. The dept. will be maintained only in a very limited way until the legislature cures the defects in the measure.

Wilsall, Mont.—In the trial of C. K. Liquin, Oct. 24, on the charge of having used the scales at the elvtr. of the Luquin-Williams Co., after they had been condemned and sealed by Deputy Scale Inspector Russell, the evidence shows that the inspector first pronounced the scales correct and "on the dot," changing his decision after getting into an argument with Mr. Liquin, who has had a great deal of experience in the grain business and is familiar with the proper testing of scales, over the fact that he was using a 200 lb. weight to test a wagon scale. Mr. Liquin was of the opinion that more weights were needed to properly test the scale, supporting his contention by letters from prominent scale manufacturers who stated that weights from 1,000 to 2,000 lbs. should be used to properly test a wagon scale. Justice of the Peace Harry Dyer in spite of the evidence, fined Mr. Liquin $120 and costs, but the case will be appealed. The defense maintained that C. K. Liquin was doing business for the Liquin-Williams Co. That the Liquin-Williams company bought the grain and paid for it and not C. K. Liquin as charged. That Russell first declared the scales correct. That he condemned them for "petty spite and meanness." That the hopper scales were not used in selling or buying grain. That having declared the scales correct to 3 different people he had no business to condemn them and then refuse to tell what should be done to make them correct. That the certificate of approval issued November 22, 1912, for one year was good until November 22, 1913. Mr. Liquin asked Sec'y of State Alderson to send Chief State Inspector John U. Riddell to make a test of the condemned scales with the result that Mr. Riddell found the scales to be absolutely correct and certified them. Mr. Liquin writes: The inspector came with 200-lb. weights to test a wagon scale, being incompetent himself and the amount of weights being insufficient to make a proper test. It was practically impossible to empty a hopper scale at once as he requested and he became sore and condemned the scale also the wagon scale, which he had said was "right on the dot," for which we had witnesses. Later it was a case of mostly politics, the Sec'y of State, probably incorrectly advised, standing back of him and bringing suit. But suit was brot in a Justice Court and could not be taken to the District Court without first being tried in Justice Court. The case in Justice Court seemed to us a frame-up, the Justice being in the political ring with the others. The next day the same Justice fined a saloon keeper $5 for selling to minors. It is the gossip of competent attorneys in Livingston that the state will have no case at all in the District Court, where it seems that they should have brot action in the first place. The case may be doing some good, as the Sec'y of State seems to realize now that his inspections with 200-lb. weights were not sufficient tests.

NEBRASKA.

Helvey, Neb.—The elvtr. of the Lincoln Grain Co. has been closed.

Syracuse, Neb.—The elvtr. of the Duff Grain Co. has been remodeled.

Hadar, Neb.—H. Magnusson is now mgr. for the Farmers Elvtr. Co.

Hampton, Neb.—The Farmers Elvtr. Co. contemplates the installation of a feed mill. A warehouse may also be erected.

Aurora, Neb.—The plant of the Aurora Mlg. Co. will be rebuilt by W. H. Ferguson, who will spend $75,000 on the plant.

Nebraska City, Neb.—The Bartling Elvtr. Co. is building an elvtr. to replace the house burned Sept. 2. The new elvtr. will have double the capacity of the old one and will be up-to-date in every way.

Bushnell, Neb.—We are just completing our $10,000 elvtr. The house has a capacity of 30,000 bus. and is equipped with the latest grain handling machinery.—T. H. Adamson, mgr. Bushnell Grain Co.

Beatrice, Neb.—We sold to the Nebraska Corn Mills Co. of Lincoln, which also bot the Beatrice Corn Mills at Firth, Neb., and the plant of F. S. Johnson Co. at Milford, Neb., at the same time.—Nebraska Corn Products Co.

Wakefield, Neb.—The 45,000-bu. elvtr. and the mill of the Benson Grain Co. burned Oct. 21; loss, $25,000; insurance on building $11,000, on stock $3,000. The elvtr. contained a large amount of grain which was damaged beyond salvage.

Receipts of grain at Omaha during October included 1,170,000 bus. of wheat, 2,505,600 of corn, 2,113,100 of oats, 98,000 of barley and 42,900 bus. of rye; compared with 2,721,600 bus. of wheat, 429,600 of corn, 2,051,900 of oats, 215,600 of barley and 58,300 bus. of rye received during October, 1912. Shipments for the month include 1,585,200 bus. of wheat, 2,332,000 of corn, 2,155,500 of oats, 16,000 of barley and 5,000 of rye; compared with 1,556,400 bus. of wheat, 261,800 of corn, 1,830,000 of oats, 63,000 of barley and 4,000 bus. of rye shipped in October, 1912.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Clinton, Mass.—The Wallace Grain Co. has just moved into new quarters.

Montague, Mass.—Potter Bros. are erecting a building for their grain business.

St. Albans, Vt.—The St. Albans Grain Co. has increased its capital stock from $100,000 to $150,000.

Boston, Mass.—Thomas Ronald and Chas. S. O'Leary have formed a partnership and will operate as Thomas Ronald & Co. Mr. Ronald has been a prominent grain exporter for the last 15 years.

Boston, Mass.—The nominating com'ite of the Chamber of Commerce has recommended the following nominations for directors of the exchange: For three years—Henry S. Dennison, William C. Ewing, John H. Fahey, Edward K. Hall, Charles J. Hubbard, Frank J. Ludwig, Charles S. Weed, Sydney R. Wrightington; for one year—Elmer J. Bliss, J. Randolph Coolidge, Jr., James L. Richards, Russell Robb. The election is to be held this month.

NEW YORK.

New York, N. Y.—Gustav H. Martens, Harry R. Gordon and Harry G. Gere have been admitted to membership in the Produce Exchange.

Niagara Falls, N. Y.—An old malt house which had been used as a storage house for much of the water soaked grain, salvaged from the fire of the Cloverleaf Mlg. Co. at Buffalo, burned recently; loss, $30,000.

Albany, N. Y.—Commission merchants who receive shipments of grain from another state for resale in New York state are required to obtain a state license in order to carry on such business and file a bond with the State Agricultural Dept. in accordance with the provisions of the law enacted this year, requiring the licensing and bonding of certain commission merchants, according to the opinion recently handed down by Attorney General Carmody. The opinion is in part: Section 283 of this article provides that no person shall receive, sell or offer for sale on commission within this State any kind of farm produce without a license as provided in this article. Section 284 provides for the execution and delivery to the Commissioner of Agriculture of a bond before any license shall be issued. This article provides that before farm produce is sold within this State, regardless of where such commodities are shipped from, the commission merchant shall be required to furnish a bond and receive a license. The fact that the grain is shipped from another State does not render the statutory enactment of this State invalid as an improper interference with interstate commerce in the cases submitted, where, as I understand it, the merchandise is delivered to the commission merchant in this State for sale. The Commissioner of Agriculture should require a commission merchant to obtain a license and file a bond for the sale of grain in this State, except where the said grain is sold for consumption and not for resale.

NORTH DAKOTA.

Embden, N. D.—A. Tausan is now mgr. for the Farmers Elvtr. Co.

Voss, N. D.—The elvtr. of the Farmers Elvtr. Co. has been closed.

Bentley, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Western Grain Co.

Raleigh, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Empire Elvtr. Co.

Leonard, N. D.—The Farmers Elvtr. Co. is installing a wild oats cleaner in its elvtr.

Moffitt, N. D.—The Farmers Elvtr. Co. is building a cottage for its agt., John Moderow.

Epping, N. D.—The St. Anthony & Dakota Elvtr. Co. will build an addition to its elvtr.

Sykeston, N. D.—Fire was discovered in the engine room of the elvtr. of the Andrews Grain Co. Nov. 4, but quick work saved the building.

Fargo, N. D.—The Farmers Elvtr. Co. has installed a Richardson Cleaner.—C. A. Kirkeby.

Hannaford, N. D.—Geo. Knauss is mgr. of the Farmers Elvtr. Co. The house has just been painted.

Eckman, N. D.—The elvtr. of the Occident Elvtr. Co. will be wrecked and taken to a western point.

Lansford, N. D.—The elvtr. of the Occident Elvtr. Co. is being taken down and will be moved to a new location.

Dawson, N. D.—Mike Frank has succeeded me as agt. for the Powers Elvtr. Co.—F. A. Grahlman, Revere, Minn.

Reeder, N. D.—Frank Runyon has succeeded me as agt. for the Western Grain Co. at this point.—W. H. Galloup, Mobridge, S. D.

Eldridge, N. D.—The elvtr. of the Farmers Elvtr. Co., which has been closed for some time, is again in operation. Jas. D. Ogilvie is mgr.

Hazen, N. D.—Elvtrs. will be built at this point by The Powers Elvtr. Co., the Knife River Lbr. & Grain Co. and the Occident Elvtr. Co.

Cuba, N. D.—D. C. Bye, sec'y and gen. mgr. of Paulson & Bye, is in the hospital suffering with brain fever contracted while on a hunting trip.

Parkhurst sta., Jamestown p. o., N. D.—We have installed a Fairbanks-Morse Engine in our elvtr.—S. F. Northrup, agt. North Star Grain Co.

Schnaible sta., Warren p. o., N. D.—C. L. Olsen has bot the elvtr. of the Monarch Elvtr. Co. and will operate as the Independent Elvtr. Co.—L. O.

Fortuna sta., Norge p. o., N. D.—The 30,000-bu. elvtr. of C. Steinkopf at this station has been completed and I am in charge.—John Steinkopf, mgr.

New England, N. D.—The drive shaft in the elvtr. of the Farmers Elvtr. Co. recently broke and the house was closed for repairs for a few days, but is again in operation.

Kloten, N. D.—Officers of our company are O. M. Slaulin, pres.; O. K. Logland, vice-pres., and G. A. Calson, sec'y-treas.—Tom O. Homme, mgr. Kloten Farmers Elvtr. Co.

Alkabo, no. p. o., N. D.—Steinkopf & Neilson are building a 30,000-bu. elevtr. at this station. J. W. Neilson will be mgr.—John Steinkopf, mgr. C. Steinkopf, Fortuna sta., Norge p. o.

Clementsville, N. D., no p. o.—M. L. Anderson, former mgr. for the Osborne McMillan Co. at Courtenay, N. D., will engage in the grain business at this point. He has formed a partnership with Robert Clendenning.

Finley, N. D.—R. N. Stageland of Clarkfield has succeeded J. W. Comer as mgr. for the Farmers Elvtr. Co., Mr. Comer resigning to travel for the E. L. Welch Com's'n Co. of Minneapolis, Minn.

Tolna, N. D.—M. G. Jacobsen, mgr. of the Farmers Elvtr. Co., attempted to remove a stone from the feed mill without stopping the machinery, Oct. 28., and as a result has a badly mangled hand and wrist.

Garrison, N. D.—Gottfert Peters recently lost a finger when it was caught in the cups of the elvtr. boot. He is a helper in our elvtr. and was cleaning out the boot at the time.—Ed. Jorgensen, agt. Equity Elvtr. Co.

Nome, N. D.—The Independent Elvtr. Co. is installing a No. 66 Fosston Cleaner and a 15-h. p. kerosene engine. The elvtr. will be enlarged next summer. I am now mgr., having left the Monarch Elvtr. Co., Aug. 1.—W. W. Cooke.

Dazey, N. D.—A. J. Preus, agt. for the North Dakota Grain Co. at this station, died Oct. 23, on a Nor. Pac. train en route from Minneapolis, where he had been a witness in the federal court. After leaving Muskoda, Mr. Preus lay back in the seat and apparently went to sleep, but was found to be dead when the train crew tried to awaken him. It is thot he died of heart failure.—C. A. Kirkeby, Fargo.

Underwood, N. D.—Otto Schultz & Co. have built an elvtr. at the siding, known as Spur No. 471, and are operating the house. The siding is between this station and Washburn and has no other name at present.—H. O. Jenning.

Courtenay, N. D.—W. M. Holton, former mgr. of the Osborne-McMillan Elvtr. Co., has bot the elvtr. of that company, taking possession Oct. 29. M. L. Anderson, mgr. for the company, will go into the grain business at Clementsville. No p. o.

Abercrombie, N. D.—The Equity Elvtr. & Trading Co. has built a 30,000-bu. cribbed elvtr. to replace the house burned Aug. 9. The new house cost $6,700 and was put in operation Nov. 1. Oscar Sandvig is mgr. and N. O. Hatlie sec'y.—C. I. Gross, mgr. Baldwin Flour Mills, Moorhead.

Wilton, N. D.—Fire that started from an overheated stove in the office of the elvtr. of the Dodge Elvtr. Co. at 1:30 a. m., Oct. 23, threatened the house with destruction. A freight crew in the yards saw the flames however and by strenuous efforts kept it from spreading to other parts of the elvtr.

Eldridge, N. D.—The formal hearing of the complaint of the Farmers Elvtr. Co. against the Powers Elvtr. Co. and the Occident Elvtr. Co. of Minneapolis, before the state railroad and warehouse commission, was held at Jamestown, Nov. 4. The complaint involves the alleged unfair discrimination of the line companies against the plaintiff, and is the first case to be brot before the commission under the new discrimination law, passed by the last legislature and recently declared constitutional by the attorney general. The burden of the evidence related the alleged discrimination at Eldridge, where a price of 10c off the Minneapolis quotations was maintained, while points similarly located were given prices 11 and 12c off the Minneapolis market figure. Stockholders of the Farmers Company testified they quit hauling grain to their own company because the line companies graded higher, docked less and offered better prices. W. K. Powers of Minneapolis, pres. of the Powers Company, declared that the high prices offered for grain by the Jamestown flour mill necessitated advances in prices at elvtrs. in that immediate vicinity to get any grain at all and he denied that it was the fact of competition that caused the increase. After hearing the evidence the com'n announced that it would withhold its decision for the present. The Farmers Elvtr. Co. of Anamoose has also made formal complaint of discrimination, naming the Osborne-McMillan, Victoria and Woodworth elvtr. companies, alleging unfair methods of securing grain, overgrading, higher prices than the usual list at Anamoose, while at Drake and Martin, towns on either side of Anamoose, prices are several cents lower and the same conditions do not exist, although the freight rate is practically the same.

OHIO.

Genoa, O.—The Powers Elvtr. Co. has put a recording beam on its scale.

Lima, O.—John Fellmouth has been scooping oats at this station.—W. F. H.

Wapakoneta, O.—The Wapakoneta Grain Co. will install a 20-h. p. motor in its elvtr.

Defiance, O.—The smokestack of the Defiance Grain & Mlg. Co. was blown over Oct. 2.

London, O.—F. J. Wood & Sons took the first load of grain in their new elvtr. on Nov. 1.

Lucasville, O.—The Grimes-Stritmatter Grain Co. has installed a new track scale in the elvtr.

South Solon, O.—R. B. Gordon has installed a 15,000-bu. Western Sheller from the Union Iron Works.

Troy, O.—C. H. Rozell and Louis Hale are now operating the elvtr. of O. F. Roszell, who died Aug. 26.

Sugar Ridge, O.—We expect to have our new elvtr. ready for business in 90 days.—L. A. Trepanier, Dundridge.

Canal Winchester, O.—D. F. Taylor is installing a new scale and new dumps. He also has a new office building.

West Jefferson, O.—Myron A. Silver started Oct. 21 on a hunting trip in Texas, and expects to return about Nov. 15.

Magnetic Springs, O.—W. H. Perry has built a new power house and has installed a 15 h. p. Faribanks Kerosene Engine.

Kirkwood, O.—The Kirkwood Elvtr. Co. has overhauled its equipment and installed new steel elvtr. boots in place of the old wooden ones.

Green Camp, O.—Ed. Atherton recently bot and is operating the 6,000-bu. elvtr. of the Baker Grain & Fuel Co. He will install at 12-h.p. gasoline engine.

Brookville, O.—We have bot a 32-h.p. Fairbanks-Morse Gasoline Engine which we hope to have installed during the next 10 days.—Younce Bros. Grain Co.

New Carlisle, O.—V. M. Morgan, who recently bot the elvtr. of S. A. Muff, held a grain and produce contest Oct. 29 in his plant for the benefit of his patrons.

Amlin, O.—Latham Bros. are installing a Western Sheller and Cleaner, Richardson Scale, Clipper Seed Cleaner and Sidney Manlift. The scale and cleaner are on the ground floor.

St. Henry, O.—The Farmers Grain & Mlg. Co. has filed a petition for dissolution and L. F. Franck has been appointed receiver to wind up the affairs of the company and dispose of the property.

Emery Chapel, Springfield p. o., O.—I am building a 14x30 addition to my office. Part of the room will be occupied as a private office and the remainder of the space will be used as a flour warehouse.—G. A. Collier.

Sidney, O.—J. C. Custenborder of the Custenborder Grain Co. was married Oct. 28 to Miss Mary Patton of this city and left immediately on a honeymoon. His host of friends in the grain trade wish the young couple long life and much happiness.

Greenville, O.—The Miller Grain & Coal Co. has succeeded Miller, Nagel & Replogle and the new company will install a manlift and electric motor. A No. 16 Clipper Mill has been installed. J. W. Miller will remain as mgr. The elvtr. is being repainted.

Kingston, O.—The recently incorporated Kingston Grain & Mill Co. will operate the plants of Jones & Marggraf here and at Kinnikinnick, as well as the mill and elvtr. of Clay Snyder & Son at this point. Our officers are Clay Snyder, pres., A. W. Jones, vice-pres., C. Marggraf, sec'y-treas., and myself mgr.—F. M. Snyder.

Dayton, O.—Gabriel Durst of the Durst Mlg. Co. and wife were run over and instantly killed Oct. 31 by an automobile driven by J. C. Minnich, prop. of the Trotwood Grain Co., Trotwood, O. The accident occurred at a sharp turn of the road about 2 miles north of here. The lights on one side of the machine were not burning and the driver did not see the couple, who were walking home from a halloween party at a neighbor's. Mr. Minnich is held on a charge of manslaughter.

Columbus, O.—The co-partnership existing between A. H. Cratty and G. A. Payne, doing business under the firm name of Scott & Woodrow Co., was dissolved by mutual consent Oct. 29. E. W. Scott, the head of the old firm of Scott & Woodrow for over 25 years, has purchased the interest of Mr. Payne and with A. H. Cratty will continue the business under the firm name of Scott & Woodrow Co., with offices in the Hartman Building. Mr. Payne has not decided what he will do.

West Jefferson, O.—John Murray is building an elvtr. and lumber sheds. The elvtr. is 30x38 ft. and 78 ft. high. The concrete foundation is 11 ft. high with a wall 18 in. thick at the bottom and 10 in. at the top. The bin walls will be made of 2x6 in. cribbing 12 ft. up, and 2x4 in. cribbing the remaining 23 ft. The plant will have 5 working bins, holding 10,000 bus., and 3 storage bins of 9,000 bu. capacity. All bins will be hopper-bottomed. The equipment will consist of a 1,000-bu. sheller, a 1,200-bu. Invincible Cleaner, a 1,000-bu. Richardson Automatic Scale, two 300-bu. overhead dumps, two stands of elevator legs, one with 7x14 in. and the other with 7x12 in. buckets; two Gerber Distributors, both controlled by cable indicators from the working floor; a gravity car loader, and the necessary electric motors. The house will be covered with galvanized iron siding and roofed with galvanized iron shingles. The elvtr. is located on the Penna. Lines. The railroad is elevating its tracks at this point and wanted the land on which Mr. Murray's present elvtr. stands as a site for its new passenger station. A new site was given him and satisfactory arrangements made. The Burrell Engineering & Constr. Co. is building the plant, which will be completed Dec. 20.

CINCINNATI LETTER.

Receipts of grain at Cincinnati during October included 174,608 bus. of wheat, 273,122 of corn, 461,541 of oats, 15,454 of barley and 42,131 bus. of rye; compared with 312,116 bus. of wheat, 515,518 of corn, 1,071,702 of oats, 107,261 of barley and 51,890 bus. of rye received during October, 1912. Shipments for the month include 437,545 bus. or wheat, 514,048 of corn, 610,834 of oats, 135,284 of barley and 60,571 of rye; compared with 247,523 bus. of wheat, 47,995 of corn, 788,345 of oats, 3,272 of barley and 48,468 bus. of rye shipped in October, 1912.—Wm. Culkins, supt. Chamber of Commerce.

At a meeting of the Hay & Grain Exchange, Oct. 27, an increase in commission on corn from ½c to 1c per bu. was voted but when the matter was brot up for reconsideration Nov. 3, it was voted down by a vote of 12 to 3. The appointment of a special com'ite to request the traffic mgr. of the Big 4 R. R. to lay a certain amount of track in the city limits, so that grain coming to this market can be inspected, and kept from remaining on the siding at Sharon, where the inspectors are unable to reach it, was also recommended to the Chamber of Commerce by the exchange and that body will give it consideration at an early date.

TOLEDO LETTER.

Just back from Panama with the grain dealers. Mrs. Mayer and I enjoyed trip very much. No mishap of any kind.—Fred Mayer.

Toledo, O.—My new moisture tester is 11 ft. long, has 18 compartments and is built on the plan of the Brown-Duvel machine, but is all one machine. The tank is the same length as the machine and is 1½ in. wider and 1 in. deeper, of solid copper, with three overflows and two intakes, which equalizes the water and keeps fresh cold water on the condensing tubes all the time. I find it works very satisfactorily.—E. H. Culver, chief grain inspector, Produce Exchange.

In order that prompt, accurate and official moisture tests may be made to protect both seller and buyer, the Toledo Produce Exchange has installed a most complete, up-to-date moisture testing machine which has no equal outside of the government laboratory. To cover cost of such moisture test, a charge, similar to that of competing markets will be made, that is, 25c per car on arrivals, so long as it is necessary to protect the trade to grade corn by moisture tests It has previously been necessary to grade by moisture tests from Nov. 1 to June 1.

Receipts of grain at Toledo during October included 667,000 of wheat, 276,800 of corn, 320,800 of oats, 1,000 of barley and 5,000 bus. of rye; compared with 335,000 bus. of wheat, 229,800 of corn, 520,500 of oats, 1,000 of barley and no rye received during October, 1912. Shipments for the month included 272,700 bus. of wheat, 76,600 of corn, 370,100 of oats, no barley and 10,700 bus. of rye; compared with 124,800 bus. of wheat, 117,300 of corn, 548,500 of oats, no barley and 94,100 bus. of rye shipped during October, 1912.—A. Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Murray, Okla.—Garland White has succeeded the Weatherford Mlg. Co.

Hydro, Okla.—C. W. Wright has succeeded Mgr. McElheny with the Farmers Elvtr. Co.

Grandfield, Okla.—The elvtr. of the Grandfield Elvtr. Co. has been completed. R. T. Hilton is mgr.

Sentinel, Okla.—J. C. Wolfenbarger has bot land and is said to be contemplating the erection of a mill.—A. T. Jones, agt. Wilbur Miltenberger.

Arapahoe, Okla.—Wilbur Miltenberger of Clinton, Okla., has purchased the Arapahoe Mill & Elev. Co.'s elvtr. at this station and is now operating it.

Oklahoma, Okla.—The following new members have been admitted to the Oklahoma Grain Dealers Ass'n: Blue Bros., Ingersoll, Okla.; Grandfield Elvtr. Co., Grandfield, Okla.; F. H. Timmons, Okeene, Okla.; Vandenburgh & Hays, Blackwell, Okla.—C. F. Prouty, sec'y.

Isabella, Okla.—The J. & V. Grain Co., formerly operating a leased elvtr. at this station, forfeited their membership at the expiration of lease last spring. The only elvtr. at this point is operated by Choctaw Grain Co.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n, Oklahoma City.

Oklahoma City, Okla.—Refunds of $400,000 freight overcharges are being collected by the Corporation Com's'r of Oklahoma, following its victory in the rate case. The excess charges for the A. T. & S. F., G. C. & S. F. and M. K. & T. Ry. Co.'s have been paid into the hands of the Com's'n and checks sent to shippers, except where there is a controversy as to the proper person to whom the excess charges should be paid. The amount of excess charges on lumber, oil and building material is now being checked. J. E. Love, chairman of the com's'n, says the last commodity to be taken up will be grain and grain products.

OREGON.

Brownsville, Ore.—The new firm formed by the recent consolidation of the Brownsville Flouring Mills and the Brownsville Warehouse Co. will operate as the Sterling Mlg. & Warehouse Co.—Chas. Sterling, mgr.

Astoria, Ore.—Our 100,000-bu. elvtr. will be of wood construction. We have both rail and water transportation and will bring our grain from the "Inland Empire," two hundred miles away.—Astoria Flouring Mill & Grain Co.

PENNSYLVANIA.

Angelica sta., Mohns Store p. o., Pa.—The plant of Nathan Kohl has been improved.

Emaus, Pa.—Wm. H. Fuhr, a retired grain broker and miller, was found dead in bed, Oct. 25. He was 72 years old.

Philadelphia, Pa.—The famous "Milbourne Mills" and the half million bus. elvtr. of the plant were sold to Shane Bros. & Wilson, at private sale, Oct. 20, for $55,000. The new owners have leased the plant for the last 2 years.

PITTSBURGH LETTER.

The Grain & Hay Exchange has not appointed a successor to Traffic Mgr. Denig.

Moore, Leonard & Lewis, successors to Darr & Moore, have established a grain and provision dept. in addition to their stock and bond business and will put Benjamin F. Wilson in charge.

Many western shippers to this market seem to be confused over the wording of a recent bulletin in regard to shipments over the Penna. Railroad, the misunderstanding arising undoubtedly from the fact that they make no distinction between the Penna. Railroad and the Penna. Lines. The Penna. Railroad operates only east of this market, the system west of here be-

ing called the Penna. Lines. The following bulletin applies only to shipments east of this market, on the Penna. Railroad: "Under the Pennsylvania Railroad's reconsigning tariff applying at Pittsburgh, Pa., the members of this ass'n shipping grain, grain products, hay or straw will be given greater privileges if they have their carloads of these commodities consigned to 'Pittsburgh (43d Street), Pa.' In directing your shippers to forward shipments of this kind from Pennsylvania Railroad points, you should be careful to instruct them to consign them as above, otherwise they will go to some other point on the Pennsylvania Railroad in the Pittsburgh switching limits and reconsigning privileges will then be somewhat limited as compared with privileges enjoyed at Pittsburgh."

SOUTH DAKOTA.

Alcester, S. D.—John White has bot the elvtr. of Nutter & Ryan.

Dalesburg sta., Centerville p. o., S. D.—Leonard Samuelson has bot an elvtr.

Plumm, S. D.—F. L. Wheeler of Scotland is building an elvtr. at this station.

Lake Andes, S. D.—A. J. Macy has resigned as mgr. for the Farmers Elvtr. Co.

Wentworth, S. D.—J. M. Erling & Son have bot the J. J. Mullaney elvtr. at this station.

Tripp, S. D.—The Farmers Elvtr. Co. has taken over the elvtr. of the Carlon Elvtr. Co.

Craven, S. D.—The elvtr. of the Victoria Elvtr. Co. containing 6,000 bus. of wheat, recently collapsed.

Elk Point, S. D.—The office of the Farmers Union Elvtr. Co. has been completed. The new building is 14x16 ft.

White Rock, S. D.—John Hockenson has let contract for the removal of his elvtr. to a new site, 7 miles distant.

Mobridge, S. D.—I have been transferred to the elvtr. at this point.—W. H. Galloup, agt. Western Lbr. & Grain Co.

Frankfort, S. D.—The Farmers Elvtr. Co. is out of business at this point owing to crop failure.—J. W. Yager, Farmers Elvtr. Co.

Victor sta., Mt. Vernon p. o., S. D.—The recently incorporated Farmers Elvtr. Co. will start work on its elvtr. in a few days.

Eddy, S. D.—The Farmers Grain & Fuel Co. incorporated; capital stock $15,000; John H. Benidt, Henry Schrum, Chas. Tisch, all of Lidgerwood, Peter Moe and others.

Sioux Falls, S. D.—The old Omaha Elvtr. operated by E. E. Mills is being torn down to make room for trackage. Mr. Mills writes: I have consolidated with W. A. Mills and we operate as the W. A. Mills Grain Co.

Lemmon, S. D.—John A. Hokanson of Ismay, Mont., formerly a member of the John Hokanson Grain Co. and mgr. of the elvtr. of that company at this station, was married Oct. 25, at Aberdeen, to Miss Nettie C. Goodmanson.

Aberdeen, S. D.—E. E. Conner, mgr. of the elvtr. of the McCaull-Webster Elvtr. Co., recently stepped on a defective board on the second floor of the elvtr. The board broke and Mr. Conner fell thru the opening, sustaining a badly wrenched knee. He will be laid up for some time.

Madison, S. D.—Two men were found loading wheat into a wagon from a car on track in the yards, on the night of Oct. 24, when the midnight passenger train pulled into the station, the electric headlight of the train revealing the thieves. As soon as they found they were discovered they tried to drive away but the wagon wheel caught in the corner of the car in some way and the team could not move the load. The driver was captured and gave his name as James Enright, but the other man got away. The wagon contained 36 bus. of grain.

SOUTHEAST.

Charleston, W. Va.—It is reported that the Charleston Mlg. & Produce Co. will build 75,000 bu. reinforced concrete grain storage bins, 100x100 ft. to cost $75,000.

Thomasville, Ga.—I have sold my interest in the South Georgia Brokerage Co. and from now on will be in business for myself, handling hay, grain and feedstuffs.—F. B. Archer.

Norfolk, Va.—The hay and grain com'ite of the Chamber of Commerce recently decided that J. R. Bonds, hay and grain inspector, needed a special office and new quarters for the inspector were opened Nov. 1.

Mobile, Ala.—We are still looking for a competent inspector for hay and grain, and expect to have some one in the very near future. Our grain trade is daily increasing and all our firms are doing an excellent business. However, we expect to better our grade standards of both hay and grain when we secure a first-class inspector whose business it will be to inspect and grade all cars of grain that come into Mobile.—Don Farnsworth, business mgr. Chamber of Commerce.

TENNESSEE.

Memphis, Tenn.—Geo. S. Scruggs, formerly interested in Scruggs & Robinson, is now with the Memphis Fiber Co.

Memphis, Tenn.—Davis & Andrews have increased their capital stock from $20,000 to $100,000. The incorporators are T. L. Davis, T. B. Andrews, L. A. Briggs, W. J. Proudfit and Wm. Bollinger.

Receipts of grain at Memphis during October included 21,000 bus. of wheat, 228,000 of corn and 484,500 bus. of oats; compared with 19,000 bus. of wheat, 230,400 of corn and 735,000 bus. of oats received during October, 1912.—Nat. S. Graves, sec'y Merchants Exchange.

TEXAS.

Lockhart, Tex.—The Lockhart Seed House Co. is building an elvtr.

Texarkana, Tex.—The Clark-Lynn Grain Co. has succeeded the Laws & Clark Grain Co.

Walnut Springs, Tex.—Carlton Bros. have succeeded Cunningham Bros. and Ireland Simpson has succeeded J. R. Davis & Co.

San Antonio, Tex.—We will do a straight grain com's'n business and will not operate or build an elvtr. We are not incorporated.—W. H. Killingsworth & Co.

Temple, Tex.—J. P. Jones, employed by the Couch Grain Co., recently lost three fingers on his right hand when he tried to remove a block from a hay presser without stopping the machinery.

Ft. Worth, Tex.—Chas. B. Champion, mgr. of the Moore-Seaver Grain Co., recently completed a 51-day fast, during which time he took no food of any kind and drank only water. He has been in poor health for some time and lost 39 lbs. during the time, but says he feels O. K. at present.

Fort Worth, Tex.—A number of grain dealers of this city held a conference with dealers from other parts of the state and Kansas, Oct. 21, at the Hotel Westbrook, at which the grain traffic rules in force between Wichita, Hutchinson and Kansas City and export and milling centers in this state, were discussed.

Exports of grain at Galveston during October included 239,022 bus. of wheat, compared with 1,867,756 bus. of wheat exported during October, 1912. Total exports since Sept. 1 amounted to 1,259,862 bus. of wheat, compared with 3,849,356 bus. of wheat exported during the same period in 1912. No corn or kafir corn was exported during the month or period in either year.—John H. Upschulte, chief inspector Board of Trade.

WASHINGTON.

Colfax, Wash.—C. H. Warner, founder of the Colfax Mlg. Co., died recently in Seattle at the age of 77.

The new rules established by the state Public Service Com's'n to regulate grain warehouses, are published elsewhere in this number.

Bellingham, Wash. — The suit of E. A. King, of Portland, against C. W. Ford, the Bellingham Flour Mills Co. and the Ford Grain Co. has been transferred from Seattle to the federal court in this city. King, one of the stockholders in the flour mill, alleges that Ford is the pres. and gen. mgr. of both firms and that in this capacity he has handled and manipulated the property of the two companies so that the flour mill has purchased all of its grain from the Ford Grain Co. with headquarters in Spokane, at exorbitant prices, ranging from 1½ to 7c a bus. more than is paid for grain on the open market. By this system, King alleges, Ford has been able to earn 25% profit in the grain business, while the flour mill has been operated at a loss. He claims that about $25,000 is due the flour mill company from the Ford Grain Co. thru the exaggerated prices. The matter was threshed out before Judge Neterer in the federal court in Seattle and the judge refused to appoint a temporary receiver. Now the question is before the local court and the attorneys for King are endeavoring to have the case tried on its merits and also to have a receiver named to look after the flour mill business.

WISCONSIN.

Eilsworth, Wis.—The Equity Exchange has installed a 10-h.p. electric motor.—L. L. D.

Foster Junction, Mellen p. o., Wis.—The elvtr. of the R. E. Jones Co. is nearing completion.

Woodland, Wis.—The Milwaukee Elvtr. Co. will wreck its present elvtr. and erect an up-to-date elvtr. and feed house.—C. Wegwart.

Campbellsport, Wis.—E. O. Curren, formerly mgr. for McCabe Bros., and A. F. Schmidt have leased the elvtr. of McCullough Bros.

Plymouth, Wis.—The Federated Farmers Warehouse Co. is negotiating for the elvtr. of the K. Schreier Co. and will use the site for a 2-story 70x100 ft. cheese house.

Superior, Wis.—The McCabe Elvtr. Co. and A. D. Thompson were the first firms in the state to pay duties on grain under the new tariff law, duties on 6,000 bus. of flax amounting to $1,200 being paid.

Superior, Wis.—The site for the new 4,000,000-bu. elvtr. of the Gt. Nor. Ry. Co. has been selected and the house will be built just south of Elvtr. "S." on the site of Elvtr. "A," which burned Nov. 8, 1907. The original plans called for a capacity of 8,000,000 bus., but only half that amount will be erected at this time.

Mondovi, Wis.—After buying the elvtr. of David Blume, we made may improvements in the house, building a seed room and a feed and flour store room. The addition is two story with concrete basement. We covered all exposed parts on the outside with sheet iron and also put on an iron roof.—Cargill Elvtr. Co.

MILWAUKEE LETTER.

Many mill and elvtr. companies are now operating under the provisions of the workmen's compensation law.

Rate of interest on advances in November has been fixed at 6% per annum, by the Chamber of Commerce.

The Board of Directors of the Chamber of Commerce recently adopted a resolution declaring that the inspection of corn, in accordance with the rules drafted by the Department of Agriculture, would prove beneficial to the grain trade as a whole.—H. A. Plumb, sec'y.

New arrangements have been made at Elvtr. "A," operated by the Donahue & Stratton Co., for storage, insurance, etc. The new schedule became effective Nov. 1.

Grain received from points on the C. M. St. P. & O. in Minn., Ia. and S. D., may be stored or cleaned in transit at this market and afterwards reshipped to Chicago and points on and east of the line Milwaukee to Green Bay, thru Fond du Lac, at rates effective on direct shipments. The new rates became effective Oct. 30.

The following were admitted to membership in the Chamber of Commerce during October: Edgar C. Roberts, Arthur A. Bentley, Perley C. Newlin, Walter C. Kopplin and Herman W. Suckow, and the following memberships were transferred: Chas. H. Loedige, O. T. Watts, Alfred A. Trettin, E. R. Jewasinski, J. H. Wussow and Jas. L. Crittenden.—H. A. Plumb, sec'y.

Receipts of grain at Milwaukee during October included 683,550 bus. of wheat, 349,280 of corn, 1,274,400 of oats, 3,174,600 of barley and 427,900 bus. of rye; compared with 1,210,950 bus. of wheat, 326,860 of corn, 1,972,500 of oats, 2,505,100 of barley and 610,500 bus. of rye received during October, 1912. Shipments for the month included 409,140 bus. of wheat, 268,940 of corn, 1,429,324 of oats, 512,649 of barley and 186,446 bus. of rye; compared with 1,062,991 bus. of wheat, 237,979 of corn, 1,859,480 of oats, 515,488 of barley and 352,578 bus. of rye shipped during October, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

The Moisture Tester Is Essential.

Joseph never bot any No. 3 corn. Corn was corn, and the number of sheckels paid was not regulated by the moisture content. Corn was bot by measure only.

Today corn is being bot and sold by weight, and with great respect to the grade, based upon the condition, moisture and foreign matter content. Every elevator is equipped with a wagon scale, and many contain an automatic or track scale, enabling the grain dealer to determine the exact weight of every load of grain received or shipped.

Sad to relate, until recent years grain men have depended upon their fingers for a moisture tester. With the establishment by the Government of the proposed Corn Grades it will be more necessary than ever for every corn buyer and shipper to install some efficient means or method to determine accurately the moisture content of each lot of corn, and know how to grade it.

Picture a grain dealer without a scale. Imagine his trying to conduct a profitable business by paying for grain on his "guess-price" and selling it on his "guess-sale." Think how impossible it would be to conduct a successful business with such methods.

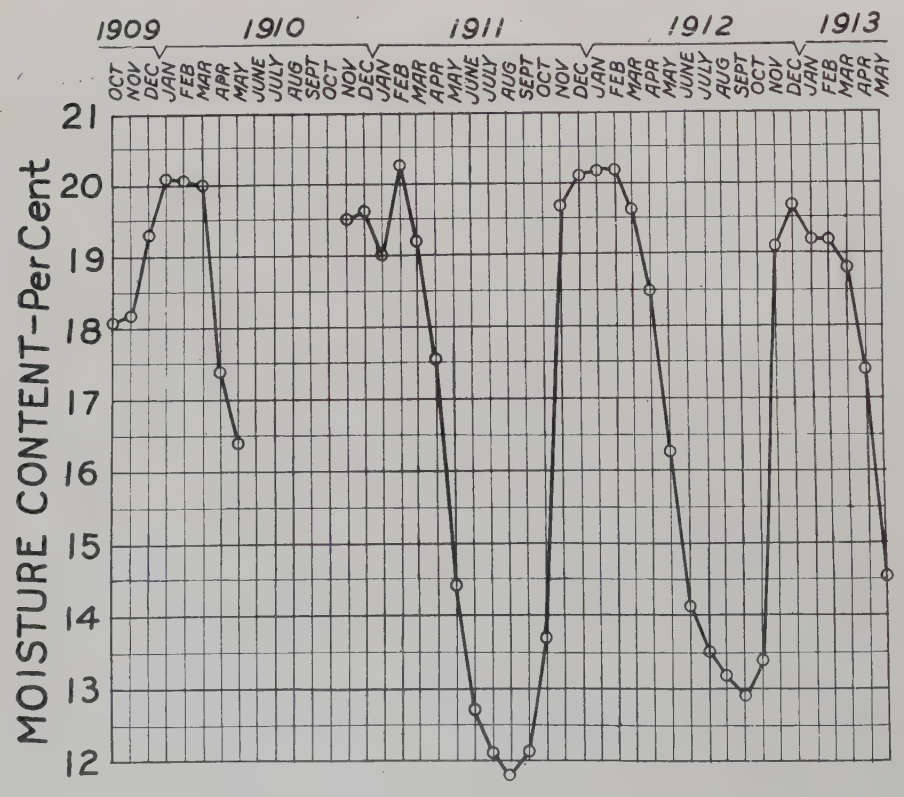
Consider the plight of the corn buyer and seller without a moisture tester. He buys on his "guess-grade," sells in the same manner, and in the end guesses on his profits, only to find to his sorrow that the loss by his one poor guess has greatly overlapped the profits on his good ones.

A moisture tester enables the country buyer to determine what price, he can afford to pay for corn that a profitable sale will result. It furnishes the shipper with a positive check upon the grade of every car of corn shipped. It assists him to protect himself against heavy losses from "heated" and "off-grade" shipments because he can learn of the moisture content in every lot of grain before loading, and avoid shipping that which on account of surplus moisture would spoil or heat in transit.

Buying corn by grade encourages the farmer to raise good corn and take better care of it. It rewards the careful farmer and discounts the lazy one, who heretofore has sold his corn as water, often reaping greater profits than his more careful neighbor.

Accuracy is essential to a dependable scale. Accuracy is essential for a perfect moisture tester. In selecting a moisture tester, one should install one which will make uniform results easy.

Without a moisture tester, the corn dealer must be at a loss to know what grade of corn he is receiving or shipping. With one, he can conduct his business along safe lines. A moisture tester today is as essential to the grain dealer as the wagon scale.



Monthly Average Percentage of Moisture in All Grades of Corn as Received at Representative Terminal Markets from the Central Part of the Corn Belt.

Supply Trade

Chicago caller: C. G. Hammond, Pres. Huntley Mfg. Co., Silver Creek, N. Y.

Louisville, Ky.—L. R. Veatch & Co., operators of a machine shop for the manufacturing and repairing of flour mill machinery, have filed a voluntary petition in bankruptcy. Liabilities are said to be $19,000, as against assets of $10,000.

Wichita, Kans.—A very interesting booklet just published by the P. H. Pelkey Construction Co., shows a number of grain elevators recently constructed by them. The illustrations are excellent, and are accompanied by descriptions of construction and equipment, and the complete cost. Readers of the Journal who desire a copy will be furnished upon application to that company.

Two neighbors will "make garden" on lots of the same size and same soil. One man will make his garden profitable by means of industry and care, whereas the other man, being lazy and shiftless, will grow nothing but weeds; his seeds will cost him more than the vegetables he gathers are worth. The same thing is true in life; of two men who have exactly the same chance one will become rich and the other will become a Socialist.—Mahin's Messenger.

Bradley, Ill.—Creditors of the Burrell Mfg. Co. are notified that the trustee has filed an account showing a balance for distribution to the amount of $4,685.80. Further, that there was to be a creditors' meeting, for the purpose of declaring and directing the payment of a first dividend in said estate of not less than 20 per cent. A petition has been filed by the Burrell Mfg. Co., duly declared bankrupt, for the discharge from all their debts, and that the 26th of November is assigned for the hearing of same.

New York, N. Y.—At the recent annual convention of the Federation of Trade press Ass'n, held in New York, the support of the Federation was pledged, by unanimous action, to the work of securing a registration law, and a permanent committee appointed to co-operate with the National Registration League, which is working to secure the enactment of a law to prevent the unauthorized copying and piracy of original commercial designs and the counterfeiting of products bearing such designs. A convention for the protection of commercial designs is to be held by this league at th Hotel Astor, New York City, Friday, Nov. 21, 1913.

Reduced Condensation 76 Lbs. Per Hour.

When a city realizes that it is losing money through imperfect insulation in one of its big municipal departments it is time to make investigations. And that is just what was recently done in Middletown, O., by Mr. John Lloyd, the progressive director of Public Safety, who found that the city's water works could make a big saving by a complete revolution in the method of covering steam pipes throughout the big plant.

Tests extending over a period of several months with the principal pipe coverings and insulating materials on the market, were made and it was eventually decided that the high-water mark of economy and durability was reached by the J-M Asbesto-Sponge Felted Pipe and Boiler Covering. A large order was accordingly placed with H. W. Johns-Manville Co., of Cleveland. Engineers will readily appreciate the wonderful economy that was effected by this change when it is stated that the new material immediately reduced the condensation 76 lbs. per hour.

The efficiency of J-M Asbesto-Sponge Felted Pipe Covering is accounted for by the millions of "dead air" cells this covering contains. Recent tests made by Prof. C. L. Norton, of the Massachusetts Institute of Technology, show that the yearly cost of maintaining 100 square feet of pipe at 100 lbs. gauge pressure is, for bare pipes, $225; for 1-inch Moulded Insulation, $35.90; and for 1-inch J-M Asbesto-Sponge only $25.40!

This covering is made of many layers of thin felt composed of pure Asbestos fibre and finely ground sponge. It is tough and flexible so that vibration, moisture, heat or rough usage will not cause it to break, crack, crumble or lose its insulating efficiency. It is absolutely fireproof and can be removed and replaced an indefinite number of times without deterioration. The manufacturers have some remarkable test data which, together with their catalog, they will no doubt, mail to anyone interested in the subject of pipe and boiler insulation.

THE FINEST track scale in the Northwest is being built at Minnesota Transfer by the Minnesota Railroad and Warehouse Commission at a cost of $7,500. The scale will be operated by the state weighmaster and will be carefully tested by experts of the federal government before being put into operation.

Prize Offer to Elevator Managers.

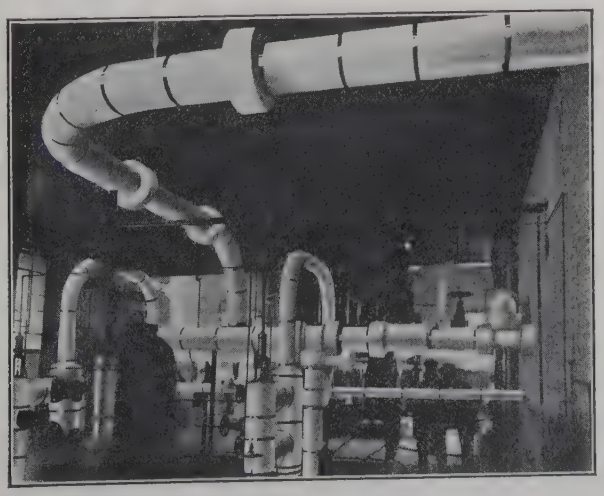
Cleaning grain to please the most fastidious buyers in the terminal markets is one of the most profitable ways to employ the time and machinery of the country elevator. When the manager is also the owner of the business the profit goes to himself and is distributed to his farmer patrons in higher prices for grain. The competent manager hired by the elevator owner or the farmers' elevator company watches this end of the business as well as other profit making possibilities.

A personal interest in the profits of cleaning grain is legitimately presented in a prize offer to managers made by the Fosston Mfg. Co. Checks for these cash prizes will be made out to the managers and not to their companies. All that is necessary to compete is to keep a record of the screenings including the number of each car of screenings, date of shipment of each car, name of commission firm to whom consigned, and the net proceeds of each car. No cars shipped after Jan. 10, 1914, will be counted, and every contestant must get his statement into the office of the Fosston Mfg. Co. by 6 p. m., Feb. 15.

First prize will be $50; second prize, $25, and third prize, $10. Operators of Fosston Cleaners only can compete; and where one elevator operates two cleaners the returns will be divided by two to equalize with the house running but one machine. The results of the contest will be announced in the Grain Dealers Journal.

THE GOVERNMENT announces that the only countries that can ship wheat into this country free of duty are Great Britain, Holland and Finland. Canada must take off her duty before her wheat can come in free. She will hardly do so until January, if then. —*C. A. King & Co.*

FRANK B. RICE, who represented the Millers National Federation at the Washington hearing on grades Oct. 29 made a verbal report to the millers at an executive meeting of the Federation's directors at Chicago. Mr. Rice pointed out the advantages in government corn standards and the objections against the government grades; explained that the corn grades were the forerunners of government grades for all grains; and also expressed the belief that government inspection would be wholly objectionable, but that a few would object to government supervision of inspection.



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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. G. W. in Sup. 16 to 6-A quotes a rate on feed and grain screenings from Chicago, Ill., to stations in Ill., effective Nov. 15.

T. P. & W. in Sup. 6 to 716 quotes rates on grain and grain products from its stations to C. F. A. points, effective Nov. 15.

West Shore in Sup. 6 to A4825 quotes rates on grain and grain products from its stations to N. Y. O. & W. stations, effective Nov. 15.

C. G. W. in Sup. 10 to 28-B names rules governing milling in transit privileges on grain and seeds at its stations, effective Nov. 24.

Union Pac. quotes a rate of 25c on corn and oil meal, and 30c on wheat between Denver, Colo., and Hastings, Neb., effective Nov. 25.

C. & E. I. in 6639 gives rules governing milling and malting in transit privileges on grain and grain products at its stations, effective Nov. 20.

C. I. & L. in Sup. 5214 quotes rates on grain, grain products and grain screenings from its stations to Henderson and Owensboro, Ky., effective Nov. 15.

Ill. Cent. in 8442-A cancels 1573-H naming rates on wheat from Ill. Cent. stations in Ill. to milling stations in southern Ill. on this R. R., effective Nov. 15.

N. Y. C. & H. R. in Sup. 9 to A19803 quotes rates on grain and grain products from its stations to eastern and New England points, effective Nov. 15.

C. I. & S. in Sup. 8 to 450 quotes rates on grain and grain products from C. & W. Va. and its stations to eastern seaboard and Canadian cities, effective Nov. 15.

C. & E. I. in Sup. 4 to 5164-A quotes rates on grain and grain products from points within the Chicago district to Ind., Ky., Mich. and O. points, effective Nov. 15.

Erie in ICC 4944-A cancels 4658-A in part 182 naming rates on grain, grain products and by-products from Chicago, Ill., and rate points to C. F. A. points, effective Nov. 15.

C. G. W. in Sup. 21 to 36-A quotes rates on wheat and corn between Chicago, Ill., and its stations and connections in Ia., Kan., Mo., Minn. and Neb., effective Nov. 25.

C. R. I. & P. has filed notice of adoption of all tariffs filed with the Interstate Commerce Commission by the St. Paul & Kansas City Short Line Railroad prior to Nov. 1.

C. & A. in Sup. 31 to 1604-A quotes rates on grain only from Chicago, East St. Louis, Peoria, Pekin, Ill., and St. Louis, Mo., to stations in Ill. and St. Louis, Mo., effective Nov. 15.

M. & St. L. in ICC 118-B cancels 1594-D naming proportional rates on grain from stations in Minn.; also on rye from its stations to C. F. A. stations, effective Nov. 15.

Mich. Cent. in Sup. 10 to 8920 quotes rates on grain and grain products from Ill. and Ind. stations and Mackinaw City, Mich., to C. F. A. and Ontario points, effective Nov. 15.

C. R. I. & P. in Sup. 10 to 27537-A quotes rates on grain and flaxseed from Minneapolis, Minnesota Transfer and St. Paul, Minn., to eastern and C. F. A. points, effective Nov. 15.

M. & St. L. in Sup. 1 to 1580-C quotes proportional rates on grain and grain products from Minneapolis, Minnesota Transfer and St. Paul, Minn., to gulf port stations, effective Nov. 15.

B. & O. in Sup. 6 to 10700 quotes rates on grain, grain products and by-products from Chicago, South Chicago, Ill., Whiting and Indiana Harbor, Ind., to C. F. A. points, effective Nov. 15.

C. & O. quotes the following rates on flaxseed from Chicago, Ill., Hammond, Highland and Tower, Ind., to Dayton, O., 6.3c; to Toledo, O., 7.9c; to Pittsburgh, Pa., 12.6c, effective Nov. 18.

C. R. I. & P. in Sup. 1 to 19687-F quotes rates on wheat, buckwheat, corn, corn meal and malt from Council Bluffs, Ia., Omaha and South Omaha, Neb., to southeastern cities, effective Nov. 29.

C. I. & S. in Sup. 2 to E555 quotes rates on grain and grain products from Chicago, Kankakee, Ill., and Kentland, Ind., to Ill. and Mo. stations on the C. C. C. & St. L. and L. E. & W. Rys., effective Nov. 15.

C. R. I. & P. in Sup. 4 to 29329 quotes rates on grain, grain products and seeds between Mo. and Mo. River stations, and its stations and connections in Ill., Ia., Minn., Mo. and So. Dak., effective Nov. 20.

T. & O. C. in ICC 2119 cancels 1908 giving rates on grain and grain products from its stations to Buffalo, N. Y., Pittsburgh, Pa., Wheeling, W. Va., Youngstown, O., and N. Y., Pa., O. and W. Va. points, effective Nov. 15.

N. Y. C. & St. L. in ICC 3442 cancels 316-B naming rates on grain and grain products from its stations in Ind., N. Y., O., Pa. and stations in Buffalo, N. Y., district, to Fostoria and Cleveland, O., effective Nov. 15.

N. Y. C. & H. R. in ICC B22433 cancels A28931 giving rates on wheat, rye, corn and oats from Buffalo, N. Y., elevators to stations taking New York, N. Y., Philadelphia, Bellefonte, and Sunbury, Pa., rates, effective Nov. 15.

C. & A. in Sup. 7 to 1581-B quotes rates on grain, grain products and by-products from points in Ill., Ind., Mich., O., Davenport, Ia., Louisiana and St. Louis, Mo., to Atlantic Seaboard, Eastern Canadian and interior points, effective Nov. 17.

C. G. W. in Sup. 6 to 92-A quotes rates on wheat, corn, oats, rye, barley, flax and millet seed between its stations in Minnesota and Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Winona and Red Wing, Minn., effective Nov. 1.

C. & A. in Sup. 10 to 1614-A quotes proportional rates on grain from its stations in Ill. to Cairo, Ill., Evansville, New Albany, Aurora, Jeffersonville, Lawrenceburg, Ind., Louisville, Ky., Owensboro, Ky., and Cincinnati, O., effective Nov. 15.

C. P. & St. L. in ICC 962 cancels ICC 639, 853, 630, 916 and 913 and establishes new rates on grain and grain products from its stations, also South Bartonville, Ill., to points in Ill., and Milwaukee, Wis., Moberly and St. Louis, Mo., effective Nov. 15.

C. G. W. in Sup. 21 to 14903 quotes rates on grain, millet and flaxseed between Atchison, Leavenworth, Kansas City, Kan.-Mo., and St. Louis, Mo., and its stations in Ia.; also miscellaneous rates on grain and feed between its stations, effective Nov. 15.

M. C. in Sup. 17 to 9078 quotes rates on domestic and export grain from its stations to Eastern and Atlantic seaboard points; also ex-lake rates from Toledo, O., to eastern points; also export reshipping rates from Chicago junction points and eastern points, effective Nov. 15.

Grand Trunk in ICC A1569 quotes rates on grain and grain products from its stations and connections to Mich. and O., points, Chicago, Ill., and Louisville, Ky.; also from Detroit, Mich., Toledo, O., and rate points to Ill., Ind. and Mich. points, cancelling A1329, effective Nov. 15.

T. St. L. & W. quotes following rates on grain from East St. Louis, Ill., St. Louis, Mo. (when originating west of west bank of Mississippi River), to Cadillac, Mich., 13.7c; Cambridge, O., 11.6c; Charlevoix, Mich., 14.7c; Cheboygan, Mich., 15.8c; Akron, Columbus, Cleveland, Circleville, Chillicothe, O., 10.5c; Grand Rapids, Kalamazoo, Adrian, Benton Harbor, Mich., and Anderson, Ind., 9.5c; Fostoria, O., 9.4c; Hamilton, O., 7.4c; Green Castle, Ind., 6.8c; effective Nov. 15.

C. G. W. in Sup. 106-A quotes rates on feed from Belvidere, DeKalb, Dixon, Freeport, La Salle, Morrison, Ottawa, Peru Rochelle, Rockford, Rock Falls, Streator Sycamore, Utica, Vulcan Works, Ill., Beloit, Evansville, Janesville and Madison, Wis., to Dubuque, Ia., effective Nov. 15.

C. & E. I. in Sup. 28 to 622-A quotes rates on grain and grain products from certain of its stations to Chicago, East St. Louis, Thebes, Ill., St. Louis, Mo., Evansville, Mt. Vernon, Goodland, Brazil, Terre Haute, Ind., and Louisville, Ky.; also rates from all of its stations to Eastern points; also miscellaneous rates on feeds and seeds; effective Nov. 15.

C. & A. quotes a rate of 7.4c on grain only, from Chicago, Ill., to Alton, Belle, East St. Louis, Edwards, Granite City, Venice, Ill., and St. Louis, Mo.; also same rate from East St. Louis, Ill., and St. Louis, Mo., to Argo, Chicago, Joliet and Lockport, Ill. (applies when reshipped from above points except when originating locally at such points); effective Nov. 15.

C. & A. in Sup. 8 to 658-A quotes rates on grain between Chicago, Joliet, Peoria, Alton, East St. Louis, Ill., and St. Louis, Mo.; and stations on the Rock Island Southern R. R.; also a rate of 5.75c on feed from Peoria, Ill., to stations on the Rock Island Southern Ry.; also proportional rates on wheat from Rock Island, Ill., to Alton, East St. Louis, and Peoria, Ill., effective Nov. 15.

C. R. I. & P. quotes a rate of 30c on wheat and 28c on corn, between Love, Okla., and Chicago, Ill.; 28.5c on wheat and 26.5c on corn between Love, Okla., and Peoria, Ill.; 27c on wheat and 25c on corn, between Love, Okla., and Mississippi River points; 23c on flaxseed and wheat and 17½c on corn, between Little Rock, Ia., Ellsworth, Minn., and Kansas City and St. Joseph, Mo., effective Nov. 20.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the eight months prior to Sept. 1 aggregated 164,663,077 lbs.; compared with 147,181,636 lbs. imported in the corresponding period of 1912. Exports included 23,715,722 lbs. of rice to Sept. 1, compared with 3,660,354 lbs. exported in the corresponding period of 1912. Of foreign rice, rice flour, rice meal, and broken rice we reexported 8,683,030 lbs. during the eight months prior to September 1; compared with 8,732,035 lbs. re-exported in the corresponding period of 1911-1912, as reported by O. P. Austin, chief of the Buro of Statistics.

The people of Oregon recently sustained their workingmen's compensation law by a referendum vote.

THE BUENOS AIRES Futures Market earned a profit of $88,000 during the year ended June, 1913. Of this amount $28,000 was distributed to various reserve accounts, and $60,000 was paid to stockholders. The company is capitalized for $600,000, of which $400,000 has been issued, so the shareholders were paid a dividend of 15%. The total quantity of grain and seed registered by the company during the year was 6,930,000 quarters.

IN CORN the strong underlying basic conditions still face the trade, and we are just on the threshold of winter to enforce them. The American farmer is not selling his corn now, and is in a position to dictate prices to the consumer. He has firmly fixed in his mind a price for corn much higher than the present one and with a 700,000,000 bushel shortage to back up his position, these two working jointly will result in a higher price later on than has yet been recorded.—Finley Barrell & Co.

CROP IMPROVEMENT.

The University of Minnesota during the year ending Oct. 1 sent out 15,000,000 pages of reading matter pertaining to farm subjects.

An alfalfa and corn show will be held during the week of Dec. 9 at Morris, Minn., by the West Central Minnesota Development Ass'n.

Henry F. Granlund of Ransom County won the North Dakota corn-growing contest by producing a yield of 106.7 bus. on an acre of ground. The average yield per acre for the state is 27 bus.

A reading course in the United States Department of Agriculture's farmers' bulletins is given in the Department's bulletin No. 7. This pamphlet also gives a complete list of the schools teaching agricuture in summer courses and by correspondence.

A barley show was conducted recently by Bert Ball of the Crop Improvement Com'ite at the Chicago Board of Trade. Samples from all the barley states were on view, including an exhibit of 56 varieties grown by E. Clemens Horst on his experimental farm at Wheatland.

A crop improvement train was operated by the C. & N. W. Ry. over its lines in South Dakota recently. The train was manned by members of the faculty of the State College of Agriculture at Brookings, and carried prize cows, exhibits and specimens of forage plants and farm equipment.

Professor R. A. Moore of the Wisconsin Agricultural College will address members and guests of the St. Louis Merchants Exchange on Nov. 29, on the subject of grain breeding. The Exchange plans to have in attendance millers, grain dealers, growers, and breeders in the territory tributary to St. Louis.

The Crop Improvement Com'ite of the Council of Grain Exchanges, Bert Ball, sec'y, will give an oats exhibition at Chicago some time this month and at St. Louis Nov. 29. Mr. Ball intends to obtain a typical sample from every oat-growing county in this country and will be glad to receive such samples from elevator men. An average sample of the variety principally grown in each county is wanted, not a pedigreed oat. Purity and germination tests will be made on the sample, and efforts made to establish a county standard.

IN SICILY the harvest in 1912 was very poor, and a greatly increased import business was done in grain. Owing to the Balkan war, difficulty was encountered in getting prompt shipments from eastern Europe. American grain dealers, however, neglected the opportunity offered them, and almost all the letters addressed by Palermo merchants to American exporters were unanswered. The grain imports of Palermo amounted in 1912 to 56,187 metric tons, compared with 27,956 metric tons the previous year.

VENTILATOR FOR KAFIR Corn.

As kafir corn heats more readily than any other grain when stored in bulk great losses have followed attempts to hold it without means for ventilation. As with Indian corn, this tendency to heat is aggravated by mixture of fine dirt and broken grains.

No matter how thoroly dried kafir corn may be after having been threshed the grain will heat when stored in bins in damp weather. In spring, during the germinating season, this variety of sorghum is very likely to go out of condition. In warm weather the kafir will heat, and in cold weather it will become moldy.

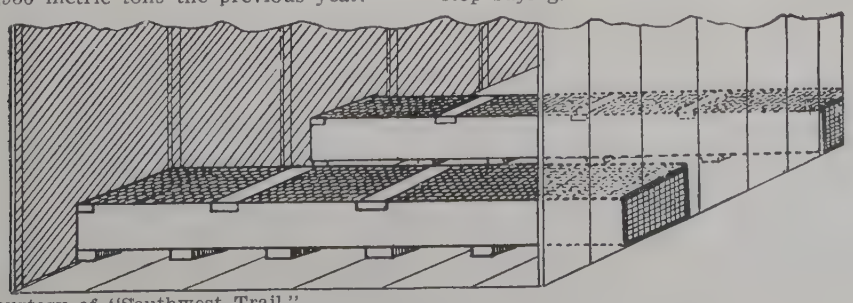
The very practical ventilator for kafir corn which is shown in the engraving is the invention of George Bishop, who grows kafir corn on a large scale in western Oklahoma. The ventilator is made of 1x4 inch pieces the length that the bin is wide, held together by 1x2x6 inch strips, covered on top and the ends with heavy wire screen. The plan of placing it is to cut a hole in the outside of the bin the size of the ventilator and even with the bottom of the bin. The ventilator is then inserted, resting on the floor of the bin, leaving the end, which is covered with the wire sceen the same as the top, flush with the outside of the bin, as indicated in the drawing.

The cross braces, on the underside of the ventilator, are nailed to the one-by-fours, instead of being set into them as are the braces on the top side. This is to permit the circulation of air between the ventilators on a level with the floor. These ventilators should be placed at intervals of about every other upright or every third upright in the frame of the bin.

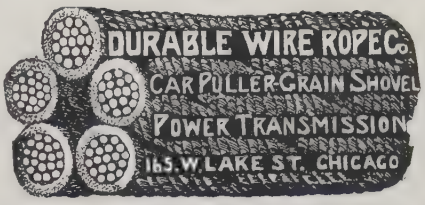
If the grain becomes heated, the heated air naturally rises, and the cool air is drawn in the ventilators and distributed thru the body of the grain. If kafir bins are entirely inside of a barn, as grain bins usually are, they should be built of plain boxing plank. Neither ship lap nor tongue and groove stuff are necessary to hold grain of any kind for that matter, and ventilation will be aided by the small cracks thru which grain will not waste so long as they are horizontal.

Before throwing in the grain, it is better to hobble the ventilators together the distance they are to remain apart, for they easily move when they are fastened in but one side of the bin. If the grain does not fill in on them evenly, they may be pushed to one side.

RUSSIAN PORTS are badly congested as the result of a strike by the dock laborers. Even the men on the floating elevators have quit; and the unloading of grain from railway cars is stopped. Elevators are filled to capacity; and grain merchants have instructed their agents to stop buying.



Courtesy of "Southwest Trail."
A Crib Ventilator for Kafir Corn.



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Supreme Court Decisions

Penalty for Delay of Telegraf Co.—Transportation Corporation Law, § 103, does not impose a penalty upon the mere negligence or mistakes of employes but only for acts or omissions characterized by bad faith or partiality.—Meyers v. Western Union Tel. Co. Chautauqua County Court, New York. 143 N. Y. S. 574.

Failure to Furnish Cars.—Revisal 1908, § 2634a, making a railroad company liable to a penalty for its failure to furnish cars upon written demand of shipper, does not affect the common-law duty of the railroad to receive and transport freight tendered it within a reasonable time.—Bell v. Norfolk Southern Ry. Co. Supreme Court of North Carolina. 79 S. E. 421.

Validity of Speculative Sale.—In an action for breach of contract for the sale of cotton for future delivery, the buyer cannot recover if the contract was entered into without any expectation of a delivery being made, and only as a speculation on the future price. In such case the court will look to the substance, rather than to the form, of the transaction.—Holt. v. Wellons. Supreme Court of North Carolina. 79 S. E. 450.

Limitation of Carrier's Liability.—As to interstate shipments, the common-law liability of the carrier for the safe carriage of property may be limited by a special contract with the shipper, where such contract, being supported by a consideration, is reasonable and fairly entered into by the shipper and does not attempt to cover losses caused by the negligence or misconduct of the carrier.—St. Louis & S. F. Ry. Co. v. Zickafoose. Supreme Court of Oklahoma. 135 Pac. 406.

Damages for Failure to Transport Goods.—Where an interstate carrier refused to transport goods at the regular interstate rate, the measure of damages was not the mere difference between the correct rate and the quoted rate where, by reason of the higher quotation, the shipper was forced to forgo the shipment and sell the goods at a loss.—Aldich v. Southern Ry. Co. Supreme Court of South Carolina. 79 S. E. 316.

Crop Mortgage.—If plaintiffs, when taking a mortgage from A. on the crop to be grown on certain land, knew of the mortgage of A. to a bank and that it was intended as a mortgage on the same crop, they took their mortgage subject to the rights of the bank, so that it, having the right to have its mortgage reformed to properly describe the land and foreclosed against A., had the same right against plaintiffs.—Lyons v. Archer. Supreme Court of South Dakota. 143 N. W. 286.

Crop Lien and Written Contract.—Where a farmer gave a dealer a combined crop lien and chattel mortgage to secure future advances of supplies and money, and thereafter orally ordered from the dealer fertilizer of the value of more than $50, which he refused to accept when shipped to him, the lien and mortgage was not a sufficient writing to satisfy the requirement of the statute of frauds as to the sale of fertilizer, since it did not specify the kind, quantity, or price of the supplies to be furnished.—Rigby v. Gaymon. Supreme Court of South Carolina. 79 S. E. 518.

Division of Insurance Paid on Stored Goods.—If at the time of the fire there be on storage goods of customers, some of which are insured and others not, and some of them, tho not destroyed, are damaged and rendered incapable of identification, and in such condition they are sold by the warehouseman, the fund thus derived from the sale of the salvage will be held by the warehouseman for the benefit of all the owners of the goods, whether they be included among the insured or uninsured class.—Farmers Ginnery & Mfg. Co. v. Thrasher. Supreme Court of Georgia. 79 S. E. 474.

Liability of Connecting Carriers.—In an action against both the initial and terminal carrier for damages caused by negligent delay, altho the initial carrier has notice of the importance of prompt delivery, and that loss of profits would result from delay, where all the delay is shown to have been on the terminal line, then, in the absence of statute or contract to such effect, the initial carrier will not be held liable for any of the damages resulting, altho it may have failed to deliver such special notice, unless it appears that such delay was the proximate result of the failure to deliver such notice.—Atchison, T. & S. F. Ry. Co. v. St. Louis & S. F. Ry. Co. Supreme Court of Oklahoma. 135 Pac. 353.

State Inspection of Railroad Scales.—Acts 1910, c. 90, § 3, makes it the duty of the state inspector to test at least once a year all weights, measures, balances, scales, etc., in the county owned or used by any firm or corporation engaged in buying or selling merchandise or other articles of trade or commerce, and using such scales, weights, or measures for determining the weight of any such articles in either buying or selling the same. Section 6 declares that any person refusing to permit the inspector to test his weights and scales shall be fined. Held, that transportation sold by a railroad company was not an article of commerce within such section, and the company was therefore not guilty of violating the statute by refusing to permit the inspector to test scales used by it merely to determine the weight of articles offered for transportation to ascertain the amount of freight due thereon.—Louisville & N. R. Co. v. Commonwealth. Court of Appeals of Kentucky. 159 S. W. 667.

No Claim Against Bondholders for Installation of Fire Apparatus in Elevator.—Holders of bonds and the unsecured claims of an elevator company are not liable for the payment of a fire extinguisher apparatus which was installed in the elevator with their knowledge, where it did not appear that they requested or in any way procured the installation; this being so even though the creditors obtained possession of the elevator company's property upon a sale thereof under a deed of trust to secure the bonds. While equity will raise a lien to protect one who has improved the property of another, this right exists only where there is no remedy at law; consequently one who installed a fire apparatus in an elevator, having the right to a mechanic's lien under the statute, is not entitled to an equitable lien for payment on a waiver of his statutory rights.—Crowder Bros. v. Burlington Elevator Co. St. Louis Court of Appeals, Missouri. 159 S. W. 741.

Reports of Corn Oil and Glucose.

Corn oil exports during the eight months ending Sept. 1 amounted to 10,202,845 lbs., compared with 14,346,894 lbs. for the same period ending Sept. 1, 1912. Exports for August were 242,753 lbs., compared with 1,251,808 lbs. in August of last year.

Glucose amounting to 108,513,585 lbs. was exported in the eight months prior to Sept. 1, compared with 86,046,278 lbs. exported in the corresponding period of 1912, as reported by O. P. Austin, chief of the Buro of Statistics.

Imports and Exports of Beans.

Beans amounting to 552,868 bus. were imported in the eight months prior to Sept. 1st; compared with 843,786 bus. imported in the corresponding period of 1912. Exports of beans and dried peas during the eight months prior to Sept. 1 included 216,951 bus. of domestic origin and 16,160 bus. of foreign origin; compared with 1,920,415 bus. of domestic origin and 33,519 bus. of foreign origin exported in the corresponding period of 1912, as reported by O. P. Austin, chief of the Buro of Statistics.

ARE SIDE LINES Profitable?

By Wallace MacMillan.

The advisability of engaging in a side-line is a question which nearly every elevator man has considered at one time or another. In each case the decision must be based on local conditions. It is impracticable to lay down a general rule for the guidance of all, but it is possible to enumerate the various points that must be considered in arriving at a decision. First of all, the dealer must consider whether or not he has time to spare for a side line. In some parts of the country, the elevator man is kept fairly busy all year around; whereas in other parts, the crop-moving season is short and the dealer has a great deal of unoccupied time on his hands.

It may be taken as a maxim that the dealer will find no side line profitable which interferes in any way with his grain business. In this he or his company has invested a large amount of capital, and it must always remain his major interest. He should devote to it all the time necessary to keep his plant in perfect condition. He should endeavor to handle his grain at the lowest possible cost per bushel; he should endeavor to increase the number of bushels handled. It is more profitable to handle one business efficiently than two or more lines indifferently.

The amount of capital available is often a limiting factor. Some side lines require a great deal of capital; others can be started on very little. No matter what the amount required nor whether the money is owned or borrowed, the dealer should always bear in mind that it is worth 5% to 8% per annum (depending upon the rate of interest obtaining in his part of the country); and before engaging in a side line, he should be reasonably sure that he will make enuf profit over and above this 5% or 8% to repay him for the trouble and risk incurred as well as the overhead charges. If the side line will not do this, the dealer is better off if he invests in farm mortgages.

The question of ground or storage space and fire hazard must be taken into consideration. Some side lines, such as lumber and tile, require a large amount of storage room; and where ground is expensive, this may make their handling an unprofitable enterprise. A lumber yard about an elevator increases the cost of insurance on house and contents.

The average dealer doubts the wisdom of most attempts at side lines. The dealer, who starts in a secondary business must remember that he is entering an entirely different line of activity from the grain business, and must solve new problems and meet new situations. He must make a close study of his new line and become thoroly acquainted with its intricacies and the credit of his prospective customers. Above all, he must keep the account books for each business entirely separate, so that he may know exactly how each business is prospering. Otherwise he runs the risk of using the profits of one business to bolster up the other. It is particularly difficult for the dealer to withstand the temptation to sell the farmer lumber (or whatever article he handles as a side line) at a price below cost in order to get his grain business; or buying his grain at an overly-liberal price in order to get his lumber business. Such methods lead to bankruptcy. Each business must be made to stand on its own feet.

Fake Insurance Companies.

Numerous fake insurance companies are being unearthed by M. S. Plummer, inspector for the United States Post Office Department, in connection with frauds revealed thru the efforts of J. L. Morgan to collect insurance on his mill at Unionville, O., which burned recently. Mr. Morgan had his plant insured in two Delaware fire insurance companies; and upon putting in claims for loss, he found that his policies had been canceled. He was unable to collect his insurance thru the courts. Mr. Plummer, the postal inspector, states that a number of these fake insurance companies have been organized by crooks formerly in the mining-stock game; and that these companies are doing a flourishing business. They pay enormous commissions to their agents and put away but little of their receipts as a reserve fund with which to pay losses. They evade the state laws by having their business in one state written by agents in other states. This makes it impossible for state insurance commissioners to prosecute them. However, the Post Office Department is able to prosecute them for fraudulent use of the mails; and it is now conducting an active investigation to put these insurance crooks out of business.

Fire Insurance Pointers.

[From the Grain Dealers Fire Insurance Co.'s paper.]

The Oak Harbor Grain & Hay Co., Oak Harbor, O., writes: "Consider your inspection service of great value to elevator owners. Have just completed repairs as per instructions of the Ohio inspector at approximate cost of $100, and first year's saving on my insurance will be over $50. A 50 per cent investment. Where can you beat it?"

The following report of a fire which we just received should be read and borne in mind: "The fire was caused by a friction clutch, which got to sparking on account of shafting getting out of line. They smelled fire and went to the basement, and found that it was throwing sparks like an emery wheel. The plant was at once shut down, and the clutch cooled off. They supposed they had taken every precaution as they had the entire pit and basement thoroly cleaned. This occurred at 4 o'clock in the afternoon. The machinery was not operated again. At 6 o'clock another examination was made and no fire found; but they still smelled smoke. The manager went back at 9 o'clock and everything was all right, but the odor still prevailed. Fire broke out at 5 o'clock in the morning, and the plant was a total loss."

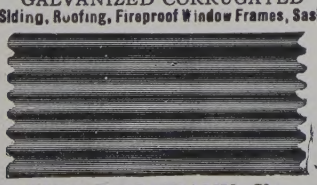
THE GRAIN DEALERS JOURNAL is the source of much valuable information to me.—E. W. Fee, Albuquerque, N. M.

Insurance Notes.

The Ohio workmen's compensation act is compulsory and will force every employer in the state to insure his men under that act with the state industrial board. The law becomes effective Jan. 1, 1914.

The Husted Milling Co., Buffalo, N. Y., has received the insurance on its plant which was destroyed June 24. The company claimed a loss of $415,000 on a sound value of $529,000 with insurance of $684,000. The building collapsed after an explosion; but the Husted Milling Co.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



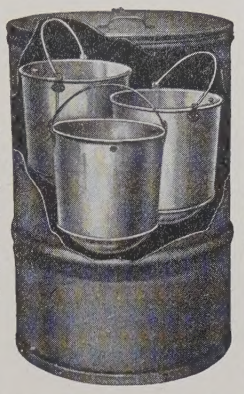
THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

FIRE

and your Water Barrels **frozen** or **empty**

Use the "CALCIDE" Fire Barrel which **does not** freeze up nor evaporate. Low cost. Recommended by Insurance Companies.

Write for Descriptive Folder.



PRODUCE REFRIGERATING COMPANY
Mention this Journal **Minneapolis, Minn**

TRI-STATE MUTUAL
Grain Dealers Fire Ins. Co.
of
Luverne, Minnesota

Percentage of Premiums Returned Since Organization

1903	96 per cent
1904	42 per cent
1905	26 per cent
1906	83 per cent
1907	85 per cent
1908	61 per cent
1909	5 per cent
1910	72 per cent
1911	35 per cent
1912	60 per cent
1913	35 per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force $18,433,615.45. Cash surplus $473,253.91.
GEO. POSTEL, President G. A. McKINNEY, Secretary
HOME OFFICE: Alton, Illinois.
WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

SERVICE FREE

To the policy holders of the following Companies, a free service is being rendered by these Mutual Companies through their Fieldmen and by their Fire Prevention Department that is worth, to each individual in the preservation of his property, the cost of his Insurance Policies.

Besides receiving this service free, you receive your insurance at actual cost.

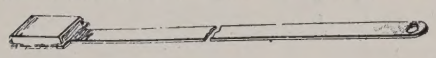
MILLERS NATIONAL INSURANCE CO., Chicago, Ill.
WESTERN MILLERS MUTUAL FIRE INSURANCE CO., Kansas City, Mo.
OHIO MILLERS MUTUAL FIRE INSURANCE CO., Canton, Ohio.
PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO., Wilkes Barre, Pa.
MILL OWNERS MUTUAL FIRE INSURANCE CO. Des Moines, Iowa.
THE MILLERS MUTUAL FIRE INSURANCE CO., Harrisburg, Pa.
TEXAS MILLERS MUTUAL FIRE INSURANCE CO., Ft. Worth, Texas.
MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO., Lansing, Mich.
GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO., Indianapolis, Ind.

Patents Granted

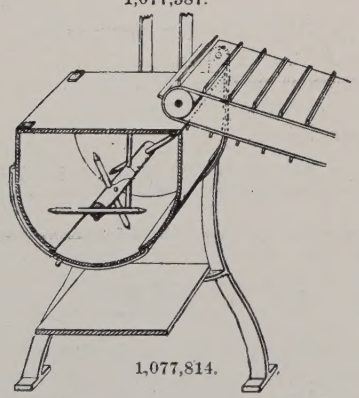
Feed Mixer. No. 1,077,814. (See cut.) Robert Henry Driscoll, Aylmer, Quebec, Canada. A semi-cylindrical casing is provided with a removable cover and an outlet thru the bottom opposite the open top that is closed by a sliding door. A shaft runs thru the middle of the casing and is equipped with sharp pointed rods, which stir up the various ingredients into a uniform mixture.

Car Seal. No. 1,077,587. (See cut.) Frederick E. Brown, McHenry, N. D. A metallic strap is provided with an opening at one end and a rectangular-shaped head at the other. This head is provided with elongated slots on the sides and one end, and a rectangular housing consisting of turned-down sides, having tongues which fit into the slots in the strap. An inwardly projecting springing catch is located in the house and is adapted to fit into the opening at the opposite end of the seal.

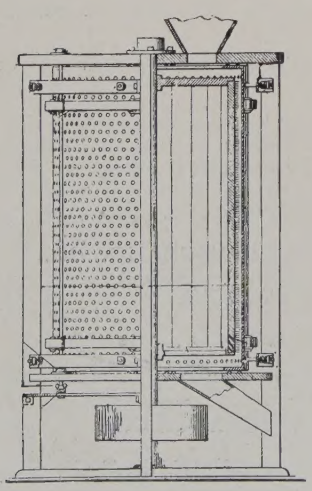
Rice-Hulling Machine. No. 1,077,659. (See cut.) Rosia W. Welch, Baltimore, Md. This machine consists of an upright revolving cylinder enclosed in a case made up of a number of sections separated vertically from each other and so mounted that each section is free to move outwardly or inwardly to expand and contract the case. Springs cause the sections to move outwardly, and flexible bands around the case at the top and bottom compress the sections and overcome the expansive effect of the springs. A shaft mounted parallel to the axis of the cylinder is equipped with two crossheads, to which are attached the flexible bands. The movement of the shaft compresses the sections and the springs expand them.



1,077,587.



1,077,814.



1,077,659.

New Appeal Rule and Fee of Arbitration Com'ite of Grain Dealers' National Ass'n.

A certified check for the amount of the award, a fee of $10 for all appeals; a charge of 6% interest on all awards, and a requirement that papers be returned promptly, are the three changes in the regulations governing the work of the Arbitration Com'ite of the Grain Dealers National Ass'n adopted at the New Orleans convention. The changes were made by amending Section 6, of Art. 4; Sec. 7 of Art. 4, and Sec. 4 of Art. 6 to read as follows:

Sec. 6. The decisions of the National Com'ite shall be final, unless excepted to by either party, when the case may be reviewed by the Board of Directors and be affirmed or remanded for reconsideration. The apepal fee shall be $10. It shall be paid by the appellant, and shall go into the treasury of the Grain Dealers National Ass'n.

Sec. 7. Notice of appeal from an award of the National Com'ite accompanied by a statement in duplicate of the reasons therefor, shall be filed with the Sec. within 15 days from the date of the said award. The said notice of appeal shall be attached to the appellant's appeal fee (See Sec. 6 of this article) and his certified check for the amount of the Arbitration Com'ite's award in dollars and cents, if any, to be held in escrow by the Sec. of the Grain Dealers National Ass'n pending the decision of the appeal board.

If the award of the Com'ite on Arbitration shall be affirmed by the appeal board, the appellant shall pay to the appellee, interest at the rate of 6% per annum on the amount of the Arbitration Com'ite's award in dollars and cents, if any, from the date of the Arbitration Com'ite's award to the date of final settlement.

Within three days from the date of the receipt of a notice of appeal at his office, the Sec. shall forward to the appellee, ununder registered post, a copy of the appellant's statement of reasons and the appellee shall have ten days from the date of receipt of the said statement of reasons in which to file his answer in duplicate. Immediately upon the completion of the transcript, the Sec. shall submit the complete file of papers to the Board of Directors. The Directors shall be governed by the rules of procedure laid down for the National Arbitration Com'ite in Sec. 10 of Art. 6 of these rules.

Sec. 4. The defendant shall have ten days from the date of the receipt of the plaintiff's evidence and pleadings in which to file his answer in duplicate, and to return the papers referred to in Section 3 of this Article. (See Sec. 7 of this Article.) Failure on the part of the defendant to file his answer within ten days, as in this rule above provided, shall accrue as a default to the plaintiff.

Reparations Ordered.

The Interstate Commerce Commission recently ordered reparations in the following claims:

Suffern, Hunt & Co., v. Illinois Central R. R.; refund of $169.12 on 4 cars of corn moving from points in Illinois to Decatur for milling.

Moore-Seaver Grain Co., v. St. L. & S. F. Ry.; refund of $52 on account of unreasonable switching charge on 13 cars of corn at Kansas City, Mo.

Corbin Milling Co. v. Illinois Central Ry.; refund of $133.49 on five cars of wheat from Griffin, Ind., to New Harmony, Ind., for milling.

Quaker Oats Co. v. Illinois Central R. R.; refund of $43.31 on 7 cars of flour, 2 cars of screenings, and one car of buckwheat from Minneapolis, Minn., to Cedar Rapids, Ia., for milling in transit.

WHY SCALES WEIGH Incorrectly.

The foundation seems to be the chief cause for scales weighing inaccurately, according to scale experts of the Northwestern Coal Dealers Ass'n. They found that because of defective foundations many scales were out of level with levers binding and working slowly. The importance of an adequate foundation for an instrument that works so delicately and is subjected to such gross abuse as in a scale is frequently ignored. Accurate weighing can only be obtained when all parts of the scale are working freely.

The shrinking or warping of timbers carrying scale bearings is frequently the cause of trouble. For this reason a scale should be carefully inspected several months after being put into service in order that such shrinkage may be compensated for.

The scale is the most important machine in an elevator. Upon its accuracy the correctness of all the grain dealer's receipts and payments depend. If it is inaccurate, the man sure to be the heaviest loser is the grain dealer himself.

Among the more important causes for scales not working properly may be mentioned the following:

Pin gone from far left hand corner.

Lower transmission lever rubs against spout .

Bearing cup binds on standard far right corner.

Bearing timbers twisted, causing levers to bind.

Near left hanger and bearing plate too close together.

Hanger for dump log loose, causing same to jump off clog wheel.

Rats have started to undermine footing. Will not do to leave another season.

When loaded iron platform rested on iron plates at rear, which carries scale levers.

Foundation in poor shape. Scale all out of shape. Platform binds on pit, right hand corner.

Foundation not safe for load. Floor very poorly supported. Should be torn out and rebuilt.

Light weight caused by joists resting on bolt at corner irons and being out of level at back.

Scales almost touch ground. Butts of levers only one-half inch above footing. Ought to be raised.

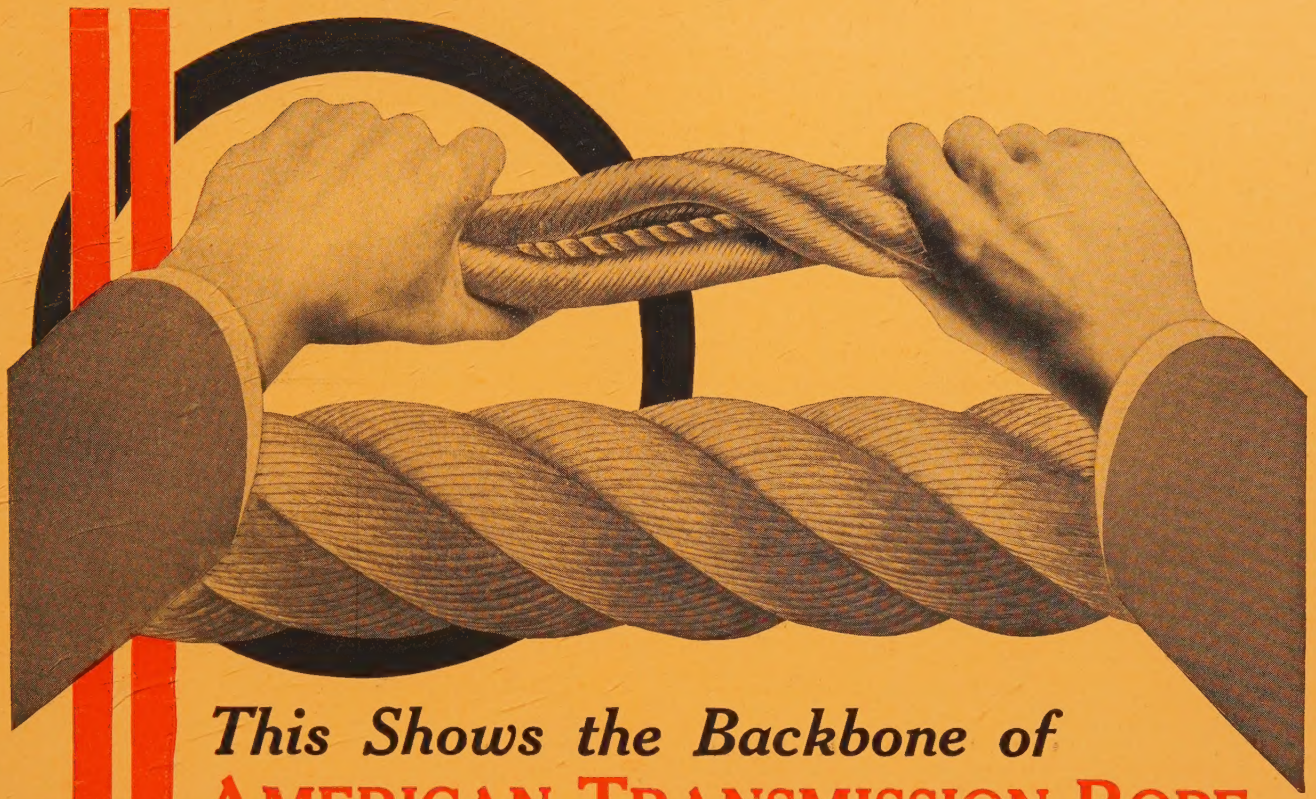
Butt end of beam was two inches low, which threw extension levers out of line and caused scale to work and weigh slow on loads.

The pivots supporting nose irons had worn the holes so deep in shackle plates that the nose iron rested flat on the shackle plate instead of pivots.

Ends of coping timbers rolling, throwing bearings out of line. Unsafe for heavy loads. Reinforced wall and retimbered scales, anchored end coping so could not roll.

Took scale platform out and found scale arms rested on foundation plank after 4,000 pounds, cut this away and quickened up scales, leaving in good weighing condition.

Scale platform frame binding on bumper timber. This timber, made of 2x10 spiked together, shrinks apart. Took up planking, drew timber together, made new dump door, old in bad shape. Unsafe, drive over very thin.



This Shows the Backbone of
AMERICAN TRANSMISSION ROPE

¶ It isn't merely a stuffing—a filler. It's a sound core—the real backbone of the rope. That's why we show it.

¶ The hardest wear in Transmission Rope is caused by internal friction in and around the core. That's where rope quality is most severely tested. On the core and the inner yarns essentially depends the strength, service and life of the rope.

We develop the greatest resistance at the point of greatest wear.

¶ The core of American Transmission Rope is strengthened and fortified with especial care.

¶ In quality it is equal in every particular with the rest of the rope. Only the best Manila hemp, the most honest and skilful workmanship, frequent and conscientious testing go to the making of this core. Then, in addition, it is thoroughly treated with our special lubricant, which practically eliminates fibre wear under any conditions of arduous service. This lubricant works out through every portion of the rope, giving it pliability and protecting it against injurious external agencies. This means a long-lived rope.

¶ We would be glad to send you a sample of the rope so that you might inspect this core for yourself.

A Valuable Book or Magazine—FREE

Let us have your name and address and it will give us pleasure to mail you FREE our "Blue Book of Rope Transmission." It may help you to solve your transmission problems. It treats the subject comprehensively and contains many valuable bits of information. Let us send you, also, our magazine "Cord-Age" containing the latest news and useful pointers respecting Rope Transmission. In both of these publications you will discover many more reasons for the superiority claimed for and earned by AMERICAN TRANSMISSION ROPE.

We Ship Without Delay—on Telegram if Necessary from either point of manufacture

American Manufacturing Co.
Dep't. G
Brooklyn, New York City

QUALITY QUALITY

St. Louis Cordage Mills
Dep't. G
St. Louis, Missouri

Six reasons
why every belting user should read this advertisement:—

1—The Plies *Cannot* Separate.
2—The Edges *Cannot* Ravel.
3—Bucket Bolts and Fasteners *Cannot* Pull Out.
4—Nothing to Deteriorate.
5—Does Not Get Hard.
6—Twice the Life of Rubber Belting, Costs *Less*.

"Rexall" Double-Stitched Belting

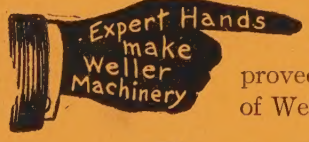
A Special Belt for Elevating and Conveying Grain

Imperial Belting Co. *"Everything in Belting"* **Chicago**

WELLER-MADE

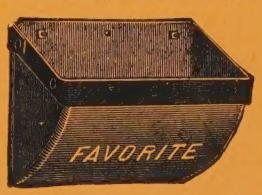
Weller Machinery Represents the Highest Quality Possible

The use of Weller Elevating and Conveying Machinery means **reducing** the cost of handling materials in elevators and mills. This is proved by the large number of Weller installations.



Elevator Buckets

The Weller line of Elevator Buckets embraces all styles for handling flour, grain and other materials. Get prices on our Favorite, Buffalo, Minneapolis "V" and other types of buckets.



Do not fail to write for our catalog No. 20; it gives full information on Weller Spiral and Belt Conveyors, Car Loading Spouts, Wagon Dumps, Power Shovels, etc.

WELLER MFG. CO., CHICAGO
New York Office: 50 Church Street

A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

Save power in operating your cleaning machinery

ALWAYS CONSIDERS THE DAY FIRST.

The Day Company, Winnipeg, Can.

Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, *we consider the DAY first.* Yours truly,

WESTERN CANADA FLOUR MILLS CO., Ltd.

This letter was received after having installed FOUR separate dust collecting systems for that company.

THE DAY COMPANY
1122 Yale Place Minneapolis, Minn.